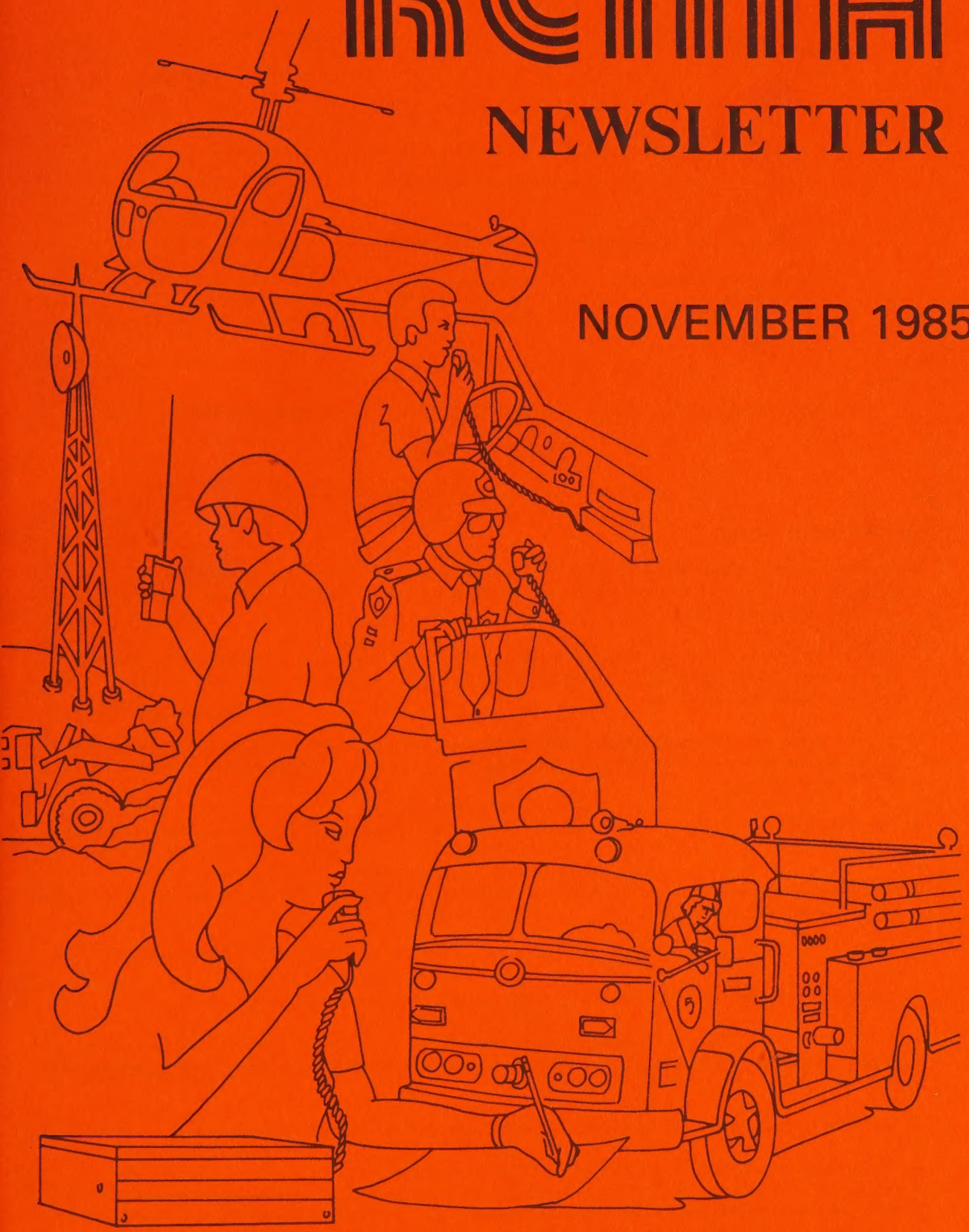
# RCMA

# NEWSLETTER

NOVEMBER 1985



FIRST NATIONAL AND INTERNATIONAL ORGANIZATION
OF MONITOR RADIO LISTENERS

## RCMA BOARD OF DIRECTORS

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## RCMA NEWSLETTER

**GENERAL MANAGER**
**Editor • Business Affairs • Advertising**

Carol E. Ruth (CA-OR-100)
P.O. Box 542
Silverado, CA 92676

**GENERAL EDITOR**

William Mauldin
2268 N.W. 30th Rd.
Boca Raton, FL 33431

**ASSISTANT EDITOR**

Ginny Slick (MD-012)
1 West Potomac
Williamsport, MD 21795

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## RCMA REPRESENTATIVES TO THE ASSOCIATION OF NORTH AMERICAN RADIO CLUBS

Jerry Short (CA-OR-002)

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**FOR YOUR INFORMATION:**

1. All club business, unless otherwise noted, must be addressed to R.C.M.A. General Manager, P.O. Box 542, Silverado, CA 92676. This includes matters that relate to renewals, changes of address, newsletter delivery problems, joining the club, etc.

2. Input to the RCMA Newsletter must be mailed to the proper editors, whose addresses are included in the individual column headlines. If no particular column seems appropriate, send input to RCMA, 1 West Potomac, Williamsport, MD 21795.

3. To forward a letter to a specific RCMA member whose address you do not know, put your message to that person in a stamped envelope with your return address on it; mail to RCMA General Manager, P.O. Box 542, Silverado, CA 92676.

4. Please include your RCMA membership number with all correspondence to newsletter editors or club headquarters.

5. If you require a reply when writing to RCMA headquarters or to one of the editors, you MUST enclose a self-addressed, stamped envelope.

6. Please write on only one side of the paper.

7. Please don't combine in one letter several items that should go to different addresses.

8. If you want to type what you submit to the newsletter, please don't exceed a seven-inch column width and please single space. Doing this may save an editor from having to retype the material. Please don't use script type.

9. Your RCMA membership number and expiration date appear on your newsletter mailing label.

10. You may join or renew your membership for ONLY one year at a time.

11. RCMA accepts paid advertising. For information on advertising rates and mechanical requirements, contact Carol Ruth, RCMA Advertising Manager, P.O. Box 542, Silverado, CA 92676.

# RCMA NEWSLETTER

Issue 117 November 1985

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RCMA, P.O. Box 4563, Anaheim, CA 92803

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## CONTACTING RCMA?

Membership applications or renewals, address changes, inquiries about delivery or renewal problems:

Write to: RCMA General Manager
P.O. Box 542
Silverado, CA 92676

Comments or questions about RCMA club policy or newsletter contact:

Write to: William Mauldin, RCMA General Editor
2268 N. W. 30th Rd.
Boca Raton, FL 33431

Letters for publication in "Your Thoughts" column:

Write to: Ginny Slick
1 West Potomac
Williamsport, MD 21795

Correspondence sent to RCMA's Anaheim Post Office Box will still be answered, but there will be a 4-6 week delay.

The RCMA Newsletter is published by members of the RADIO COMMUNICATIONS MONITORING ASSOCIATION, P.O. Box 4563, Anaheim CA 92803. Subscription rate/membership fee is $16.50 for U.S. residents. For persons in other countries, the following rates apply: Canada and Mexico—$18.50; Europe—$20.00, South Pacific and Asia—$21.50. These dues are payable in U.S. funds and are subject to change. Information contained herein is obtained primarily from members and does not necessarily present the position or reflect the opinion of RCMA as a whole. The RCMA does not necessarily recommend or endorse products or services advertised herein. The publication is copyrighted ©. Reproduction of any material in this newsletter is prohibited without prior written consent.

# CALENDER

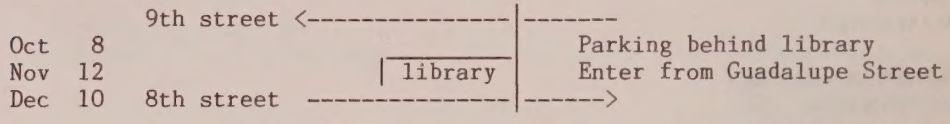
**Send notices of upcoming events for the Calender section to:**
**John R. Clark, 2701 Fairview Road, Costa Mesa, CA 92620**
**Deadline: 1st of the month two months prior to cover date.**

## R.C.M.A. Greater L. A. Area Chapter

Contact : Eric J. Christensen (CA-LA-045)
P.O. Box 3962 Santa Fe Springs, CA 90670-1962

## Austin Area Radio Listeners Meeting

Meeting every 2nd Tuesday 6:45 PM Austin Public Library 4th floor room B. For more information, contact Richard Quintanilla TX 043 Austin Radio Club, P.O. Box 5053, Austin TX 78763




## R.C.M.A. Chicago

Contact Edward Robert Sirovy IL-004 312 969 2856
311 S. Williams Street, Westmont, Il 60559

Meetings: NANCINI'S Resturant 5555 St Charles Road, Berkeley, IL
two blocks east of St Charles Road exit from Eisenhouer
Expressway Extention I-290 (phone 312 544 7277)

Saturday September 21, 1985 1:00 PM
Saturday November 16, 1985 1:00 PM

Visitors are welcome but please confirm the date in advance.

A SASE on file assures notification of tours and other items which may be scheduled on short notice.

## R.C.M.A. for D.C., MD, VA, & DE

Contact: Capitol Hill Monitors % Alan Henney (MD 069)
6912 Prince Georges Ave, Takoma Park, MD 20912

## R.C.M.A. Minneapolis—St. Paul Area

Contact: Chuck Steier MN-008 (612) 927-9253
4820 Hwy 7, Minneapolis, MN 55416

A SASE on file assures notification of chapter activities (tours, gatherings, etc). Non members are welcome to attend.

## Southern New England Scanners Club

Contact Maurice Dennis Dandeneau RI-017 SNEC President 401-732-0812
P.O. Box 7052, Warwick, RI 02887 (modem on phone)

## All Ohio Scanner Club

David B. Marshall OH 146 President
50 Villa Road, Springfield, OH 45503 - 1036

The All Ohio Scanner Club also offers coverage of Indiana, Kentucky, Michigan, Pennsylvania, Tennessee, West Virginia, and Ontario, Canada. We welcome members from these and other areas who wish to join our club. Sample Newsletter: $1.00 plus .22 stamp. Membership information for a large SASE.

## R.C.M.A. Philadelphia

Contact: Gerald M. Schoaf, Floyd Schoenberg, C. Willard Load
PA-036 PA-076 PA-164
P.O. Box 213, Upper Derby, PA 19082 (215) 356-1982

Meeting the first Monday of the month, 7:30 PM at

Saint James Church Next to "The Grange"
Corner of Myrtle Ave & Warwick Road
Haverford, PA 19083

Talk In On: CB Channel 9 GMRS 467/462.675 Hams 147.66/.06

## R.C.M.A. Wisconsin

Contact Scott W. Miller WI-039
122 Greenbriar Drive, Sun Prairie, WI 53590

A meeting on Sunday, September 22, 1985, starting at 11:00 AM at 122 Greenbrair Drive, Sun Prairie, WI. A tour of Madison Fire Department Dispatch Center is planned. For complete details send SASE or call (608) 837-7666.

## NEED BACK ISSUES OF THE RCMA NEWSLETTER:

| Lots (Months/Year) | No. of Issues | Price |
|---|---|---|
| Sept 75 — June/July 76 (No Oct. or Nov. Published) | 7 | $2.00 |
| August — Dec. 76 (No Oct. Published) | 4 | $3.00 |
| Jan. — June 77 | 6 | $4.00 |
| July — Dec. 77 | 6 | $4.00 |
| Jan. — June 78 | 6 | $5.00 |
| July — Dec. 78 | 6 | $5.00 |
| Jan. — June 79 | 6 | $6.00 |
| July — Dec. 79 | 6 | $7.00 |

1980—to date issues are available at $1.50 per copy

| Order Total | Include This Amount of Postage |
|---|---|
| $ 1.50 — $ 5 | $1.20 |
| $ 5.50 — $10 | $2.25 |
| $10.50 — $15 | #3.30 |
| $15.50 — $25 | $4.15 |
| $25.50 — $35 | $5.50 |
| Over $35 | $7.00 |

Send your request & check/M.O. (payable to RCMA) to:
RCMA General Manager
P.O. Box 542
Silverado, CA 92676

# your thoughts

Ginny Slick, Assistant Editor
1 West Potomac, Williamsport, MD 21795

To the Editor:

I am a fairly new member, having joined RCMA in December of last year. Thus far I have received great pleasure from the bulletin. There is a lot of useful information. I was just thinking about which columns I would like to contribute to and I chose 'Business, etc.'. I hope that I can make some meaningful contribution in the future. A thought crossed my mind and I will share it with the membership. I read the San Francisco newspaper, the local news-

paper and U.S.A today. Since I got into SCANNING, I see these newspaper articles in terms of frequencies.

Example: On August 4, 1985, an explosion lit the early morning sky, when a truck laden with one ton bombs collided with a car. The truck carrying 10 bombs from the ammunition plant at Mc Alester, Oklahoma, overturned on impact, scattering the bombs over the highway, etc.

McALESTER AMMUNITIONS DEPOT
139.5, 140.040, 140.125
143.520, 148.290

Well, you get the idea. This would make an interesting way of presenting information in the bulletin. I would really like to hear some feedback from other members as to the worthiness of this way of looking at newspaper information.

Dear Ginny:

I received a communication from the Scanner Association of North America regarding Senate Bill No. 1432. The Bill has passed the Senate and is headed for the Assembly. They sent the names and Sacramento address of all the Senators in one letter and later the Assemblymen in another letter.

I have just sent letters to all the Assemblymen in the Committee that will hear the legislation and also to my own assemblyman.

I just wanted you to know that as Hugh Stegman suggested in the August newsletter some of us are doing what we can.

According to Robert A. Hanson, Managing Director, Scanner Association of North America, more legislation has been proposed on a national level. Apparently they plan to fight this as an organization as they have set up a "SCAN Defense Fund" to acquire funds to be effective.

It may be time for all of us to be writing our lawmakers.

Sincerely,

Mary Hanson (CAMR 001)

# ASSOCIATION OF NORTH AMERICAN RADIO CLUBS
## NEWS HIGHLIGHTS

**ANARC is a federation of the most responsible, well established radio listening clubs in North America. RCMA attained Full Member status in ANARC in 1977. For a list of the ANARC Member and Associate Member clubs send a self-addressed, stamped business size envelope with your request to the address below.**

**Write to Joe Barr, 1500 Bunbury Dr., Whittier, CA 90601, for the following:**
**Copy of ANARC Club List — Sent 25¢ and an SASE (business size)**
**Sample Copy of ANARC Newsletter — Send 60¢ and an SASE (business size)**
**Annual Subscription to ANARC Newsletter — $7.50 for residents of U.S., Canada, and Mexico; $10 Overseas (Airmail)**

ANARC 1985 had attendance from 25 states, 3 provinces in Canada, and 5 foreign nations. 250 people total in attendance. Wisconsin led with 63 registered. It was lots of fun, informative sessions and good room parties .

LARRY LUNDBERG, a founding member of the Minnesota DX Club, has been named "North American DXer of the Year". Larry's interest in radio DXing began at age 10 in 1932. He has promoted shortwave listening in the Twin Cities area, and is dedicated to helping others in the hobby.

ANARC 1986 Convention will be held June 18-20 in Montreal, Quebec, Canada, hosted by Ian McFarland and Radio Canada International. The Convention Hotel is Holiday Inn, Place Dupuis, 1415 St. Hubert St. Montreal, Qubec, Canada. All sessions will be held at the hotel.

Central Maryland Dx Association meets on the 2nd Monday of each month. for information contact Tony Kobylski (301) 563 0039

MINNESOTA DX CLUB Meeting Friday October 19 at the home of Larry Lundberg. For details send a SASE to Minnesota DX Club, 5212 Drew Ave, South, Minneapolis MN 55410.

!!! 12th ANNIVERSARY !!! SOUTHERN CALIFORNIA AREA DXERS (SCADS). October 19 Saturday Meeting at Village View School Auditorium, For details send SASE to Don Schmidt, 3809 Rose Ave, Long Beach, Ca 90807

ONTARIO DX ASSOCIATION Convention October 19-20 will be in Scarborough, Ontario. For details send a Canadian SASE or 1 I.R.C. to O.D.X.A., 3 Camrose Crescent, Scarborough, Ontario, Canada M1L 2B5.

MICHIGAN AREA RADIO ENTHUSAISTS (MARE) Meeting Sunday November 17, 2PM-5PM Dearborn, MI Civic Center. For details send a SASE to : MARE, 24500 Union, Dearborn, MI 48124. Steve Lare, Harold Frodge, and Don Fleming have been elected to the Board of Directors for MARE. Scheduled DXexpeditions are set for October 25-27 and December 6-8 at a cabin in the Island Lake Recreation Area.

WORLD LISTENING SERVICE CELEBRATES 25th ANNIVERSARY. WLS is a worldwide network of radio monitors. WLS has issued a commemorative QSL card in a limited edition. If you are interested a #10 SASE to World Listening Service, Attn E.D. Bair, P.O.Box 207 Audubon, NJ 08106.

THE 515 CLUB, is an independent association of JRC NRD-515 owners. Any NRD-515 owner can get a free copy of their newsletter by sending a #10 SASE and letter describing their interest in the hobby to: The 515 Club, 857 Virginia Court, Sonoma, CA 95476

THE SHORTWAVE STORE offers to send their latest "List of Specials" if you send a SASE to The Shortwave Store, N4561 Circle Drive, Cambridge, WI 53523-9515.

SCANNER AND SHORTWAVE LISTENING CATALOG is available by writing EGE. Inc, 13646 Jefferson Davis Highway, Woodbridge, VA 22191

THE SHORTWAVE GUIDE subscription is available for $13.95 --12 issues--Editor and Publisher is Larry Miller, 424 West Jefferson St. Media PA 19063

## *From The CAPTAIN'S DESK*

**William Mauldin, RCMA General Editor**
**2268 N.W. 30th Rd., Boca Raton, FL 33431**

**HELP WANTED - APPLY WITHIN**

**We have openings for two editors at the present time. Richard Barnett, Editor of Public Safety Northeast has notified RCMA that due to more pressing duties, he must resign. If you are interested in becoming Editor of Public Safety Northeast, please drop me a note regarding your interest and qualifications.**

**George Hoggatt, Editor of Public Safety West is also resigning his column. If you are interested in being considered for Editor of Public Safety West, please drop me a note with information on your desires and qualifications.**

**Regarding the above Editor positions, when you submit your application for the opening, please write me ON THE TYPEWRITER OR WORD PROCESSING EQUIPMENT that you will be using for the column, if selected. This is important. Keep in mind that an editor must write a column each month for the NEWSLETTER. There are no "months off", as such. There are advantages to being an Editor, although you do not get any pay for the job. Those in your area do keep you updated on frequencies, codes and other data! I will acknowledge each application, and hope there are many of you out there interested in these two openings. Without someone to write the columns, there will be no columns. Those who spend hours on an Editor's job are to be admired, for we all benefit from their efforts!**

## MORE READER SURVEY RESULTS

There were 264 returns on the June Reader Survey. These 264 members have set the pace, and have established the guidelines that will run the NEWSLETTER for 1986. This is about 10% of the total membership. There will be another survey for 1987. This will be published in mid 1986. For those of you who did not respond, I hope you will approve of the changes that we are going to make in 1986, and I hope you will respond when we run the next General Survey next year! This is your club, and your magazine. Your voice is needed if we are to consider your desires regarding what we, the editors, are doing for you monthly.

The June Reader Survey has been entered in the computer here, and the forms have been mailed to Carol Ruth in California for further review and distribution. I will be printing some of the more generally interesting items in this column. Editors will eventually receive selected Survey forms when offering direction and information for individual columns.

I thought you might like to see what your fellow members are listening to. This listing is a computer print by state. Each person was asked to list their favorite frequency and the user agency. Some of the frequencies are repeated several times because there are more than one of you monition that channel. We will print information in upcoming columns about what type of scanner you are using, how many are using CB or are ham operators, and finally we will list the complaints and suggestions from the 264 members that replied.

RCMA SURVEY RESULTS

| ST | FAVORITE FREQ. | FAVORITE AGENCY |
|---|---|---|
| AL | | FBI Birmingham AL |
| | (Restricted) | FBI Mobile AL |
| | 154.190 MHz | Birmingham AL Fire & Rescue |
| AZ | 154.390 MHz | Phoenix AZ Police |
| | 154.935 MHz | Arizona Dept. of Public Safety |
| BCC | 142.545 MHz | Burnaby RCMP |
| CA | | |
| | | Los Angeles CA Fire Department |
| | | US Forest Service |
| | | US Forest Service |
| | | Los Angeles CA Police ALL |
| | | California Highway Patrol (All Freqs) |
| | | San Diego Police & Fire (All) |
| | 122.750 MHz | LA Helicopter Control |
| | 122.750 MHz | FAA Helicopter |
| | 151.385 MHz | CA Dept. of Forestry |
| | 152.300 MHz | Yellow Cab |
| | 152.660 MHz | General Telephone |
| | 153.845 MHz | La Mesa CA Police Dept. |
| | 153.845 MHz | La Mesa CA Police Dept. |
| | 154.070 MHz | San Leandro CA Fire Dept. |
| | 154.085 MHz | San Diego CA Fire Dept., F8 |
| | 154.385 MHz | S.L.O. County CA Fire Dept. |
| | 154.400 MHz | Los Angeles CA County Fire |
| | 154.680 MHz | CA Dept. of Justice |
| | 154.680 MHz | CA Dept. of Justice |
| | 154.740 MHz | San Bernadino CA Sheriff |
| | 154.830 MHz | Los Angeles CA PD Tac |
| | 154.920 MHz | Placerville CA Police Dept. F2 |
| | 154.920 MHz | Placerville City CA Police |
| | 155.055 MHz | Oceanside CA |
| | 155.550 MHz | Pomona CA Police |
| | 155.550 MHZ | Pomona CA Police |
| | 155.640 MHz | Downey CA Police Dept. |
| | 155.910 MHz | San Bernardino CA Sheriff |
| | 156.090 MHz | Culver City CA Police Dept. |
| | 156.150 MHz | Thousand Oaks CA Police Dept. |
| | 156.210 MHz | Santa Clara County CA Sheriff F1 |
| | 157.220 MHz | U.S. Coast Guard |
| | 158.970 MHz | San Diego CA Police Dept. |
| | 159.090 MHz | Glendale CA Police Dept. |

RCMA SURVEY RESULTS

| ST | FAVORITE FREQ. | FAVORITE AGENCY |
|---|---|---|
| | 159.090 MHz | Glendale CA Police |
| | 161.550 MHz | Southern Pacific Transportation Co. |
| | 163.9875 MHz | FBI |
| | 33.820 MHz | Los Angeles CA Fire Dept. |
| | 39.400 MHz | Los Angeles Cc CA Sheriff |
| | 39.940 MHz | Los Angeles County CA Sheriff |
| | 453.100 MHz | Los Angeles CA Police Dept. |
| | 453.100 MHz | Los Angeles CA Police |
| | 453.925 MHz | San Diego Co CA Sheriff |
| | 46.140 MHz | Orange County CA Fire Dept. |
| | 46.140 MHz | Orco CA Fire Dept. |
| | 460.025 MHz | Orange County CA Emergency Channel |
| | 460.025 MHz | Orange Co CA Sheriff |
| | 460.025 MHz | OC Red |
| | 460.050 MHz | Anaheim CA Police Dept. |
| | 460.050 MHz | Anahiem CA Police Dept. |
| | 460.100 MHz | Fullerton CA Police Dept. |
| | 460.250 MHz | Westminster CA Police Dept. |
| | 464.000 MHz | OVHSD, Pioneer Tow |
| | 464.000 MHz | OVHSD, Pioneer Tow, Burtons Comm |
| | 482.3125 MHz | San Mateo CA EMS |
| | 482.8625 MHz | Milpitas CA Police Dept. |
| | 488.4215 MHz | Fremont CA Fire Dept. |
| | 506.4625 MHz | Pasadena CA Police Dept. |
| | 506.9375 MHz | Los Angeles CA Police, Rampart Div. 2 |
| | 507.1625 MHz | Los Angeles Police |
| | 507.2625 MHz | Los Angeles CA Police Dept. |
| | Not listed | Berkeley CA Police (All) |
| CAN | 152.000 MHz | Peel York Ambulance, Toronto Canada |
| | 41.960 MHz | Ontario CAN Provencial Police |
| | 412.7625 MHz | Montreal CAN Fire Dept. |
| CO | 155.145 MHz | Boulder County CO |
| | Not Listed | Denver CO Police (All) |
| CT | | Hartford CT (All) |
| | | Tolland Co CT Mutual Aid |
| | 154.310 MHz | Hartford CT Fire Dept. |
| | 154.310 MHz | Hartford CT Fire Dept. |
| FL | | |
| | | All Marine Frequencies |
| | (Restricted) | Secret Service |
| | 154.680 MHz | Palm Beach Co FL Sheriff |
| | 154.995 MHz | Edgewater FL Police & Fire Dept. |
| | 159.330 MHz | Florida Division of Forestry |
| | 161.100 MHz | Seaboard System Railway |
| | 40.140 MHz | Florida Dept. of Transportation (DOT) |
| | 45.500 MHz | Sunrize FL Police Dept. |
| | 460.025 MHz | Dunedin FL PD |
| GA | 155.250 MHz | Gainesville GA Police Dept. |
| | 160-161 MHz | Railroads |
| | 460.025 MHz | Savannah GA Police Dept. |
| | 460.525 MHz | |
| HI | 154.385 MHz | Hilo HI Fire Dept. |
| IA | (Restricted) | FBI |
| | 154.815 MHz | Polk Co Iowa Sheriff |
| | 461.675 MHz | Hamilton Crane IA |
| ID | | |
| | 460.100 MHz | Idaho State Police, Dist #3 |
| | 460.975 MHz | Elmore County ID Sheriff |

| ST | FAVORITE FREQ. | FAVORITE AGENCY |
|---|---|---|
| | | Federal Agencies |
| | 154.130 MHz | Chicago IL Fire Dept. |
| | 154.130 MHz | Chicago IL Fire Dept. |
| | 154.130 MHz | Chicago IL Fire Dept. |
| | 154.370 MHz | Dunlap County IL Fire Dept. |
| | 154.800 MHz | Marshall County IL Sheriff |
| | 155.475 MHz | Illinois State Police |
| | 155.535 MHz | Sangamon Sheriff |
| | 160.770 MHz | Milwaukee Railroad |
| | 161.100 MHz | Burlington Railroad |
| | 31.480 MHz | Gulf Fleet Marine Corp., LA |
| | 42.500 MHz | Illinois Dept. of Law Enforcement |
| | 470.3125 MHz | Naperville IL Police |
| | 851.9125 MHz | Chicago IL Fire Dept. |
| | None | |
| IN | | Hammond IN police |
| | (Restricted) | Secret Service |
| | (Restricted) | FBI |
| | (Restricted) | FBI, DEA, Secret Service |
| Indo | | |
| KA | | |
| | 154.130 MHz | Kansas City MO Fire Dept. |
| KS | 154.740 MHz | Kansas City MO Police Dept. |
| LA | 154.965 MHz | Washington LA Correctional Institute |
| MA | | Framingham MA Police Dept. |
| | 155.100 MHz | Northboro MA Local Gov't. |
| | 42.460 MHz | Massachusetts State Police |
| | 470.5375 MHz | Weymouth MA Police Dept. |
| | 470.9375 MHz | Weymouth MA Police |
| | 471.3375 MHz | Beverly MA Police Dept. |
| | 483.1625 MHz | Boston MA Fire Dept. |
| | 483.1625 MHz | Boston MA Fire F1 |
| | 483.1875 MHz | Boston MA Fire Dept. |
| MD | | |
| | (Restricted) | U.S. Secret Service, Uniform Division |
| | 166.925 MHz | U.S. Park Police |
| | 35.840 MHz | Country Pride Foods, Inc. MD |
| | 435.925 MHz | City of Baltimore MD |
| | 6 Freq System | Anne Arondel Co MD Fire Dept. |
| ME | | |
| | 154.995 MHz | Washington County ME |
| | 155.310 MHz | Show Hegan ME Police Dept. |
| | 452.450 MHz | Maine State Police, Turnpike |
| MI | | |
| | 154.250 MHz | Berrien County MI Fire Dept. |
| | 154.310 MHz | Detroit MI Fire Dept. |
| | 154.815 MHz | Battlecreek MI Police Dept. |
| | 155.790 MHz | Grand Rapids MI Police Dept. |
| | 155.925 MHz | Midland CO MI EMS |
| | 42.460 MHz | Michigan State Police |
| | 453.550 MHz | Detroit MI Special Events |
| MN | 155.625 MHz | Ramsey County MN Sheriff |
| MS | 460.350 MHz | Jackson MS Police Dept. |
| NC | 154.310 MHz | Stanly County NC Fire Dept. |
| | 160.590 MHz | Seaboard Railroad System |
| | 453.050 MHz | Chapel Hill NC Police Dept. |
| NJ | | |
| | (Restricted) | FBI |
| | 151.475 MHz | NJ State Forest Fire Service |
| | 154.130 MHz | Gloucester NJ Fire Dept. |
| | 154.190 MHz | New York City Fire Dept. |
| | 154.860 MHz | Elizabeth NJ Police Dept. |

| ST | FAVORITE FREQ. | FAVORITE AGENCY |
|---|---|---|
| | 161.400 MHz | New Jersey Transit Rail Operations |
| | 46.100 MHz | Bucks County NJ Fire Dept. |
| | 462.700 MHz | Emergency Notification Systems NJ |
| | 465.125 MHz | Newark NJ Police Dept. |
| | 470.8357 MHz | New York City Police (city wide) |
| NM | 122.000 MHz | FAA, Aviation |
| NV | 155.970 MHz | Carson City NV Sheriff |
| NY | | |
| | 118.300 MHz | Newark FAA Control Tower |
| | 154.430 MHz | New York City Fire Dept. |
| | 155.340 MHz | NY Statewide Rescue Frequency |
| | 156.375 MHz | Marine |
| | 160.590 Mhz | D & H Railway |
| | 45.160 MHz | NY Civil Defense Southern Defense |
| | 46.100 MHz | Oswego County NY Fire Dept. |
| | 46.100 MHz | Nassau County NY Fire Commission |
| | 46.100 MHz | Nassau County NY Fire Dept. |
| | 470.8375 MHz | New York City Emergency Services |
| | 470.8375 MHz | New York City Police, Special Operations |
| | 470.8375 MHz | New York City Police Dept. |
| | 476.5625 MHz | New York City Police, Zone 1 |
| OH | | Government |
| | (Restricted) | FBI |
| | 154.310 MHz | Columbus OH Fire Dept. |
| | 154.370 MHz | Springfield OH Fire Dept. |
| | 46.180 MHz | Beavercreek OH Fire Dept. |
| OK | 460.800 MHz | Tulas OK Fire Dept. |
| ONT | 142.035 MHz | London, Ontario Police Dept. |
| | 173.250 MHz | Canadian Military Police |
| | 414.7625 MHz | Toronto CAN Fire Dept. |
| | 414.7625 MHz | Toronto CAN Fire Dept. |
| OR | 39.820 MHz | Skip |
| | 460.200 MHz | Portland OR Police |
| PA | | |
| | (Restricted) | FBI |
| | 154.115 MHz | Bucks County PA |
| | 154.130 MHz | Pittsburg PA Fire Dept. |
| | 154.145 MHz | Philadelphia PA Fire Dept. (North) |
| | 154.145 MHz | Philadelphia PA Fire Dept. |
| | 155.565 MHz | MTOP PA Police |
| | 155.610 MHz | Centre City PA State College Police |
| | 155.715 MHz | Phoenixville PA Police Dept. |
| | 33.980 MHz | Millcreek PA Fire Control |
| | 453.150 MHz | Philadelphia PA Police |
| | 46.060 MHz | Cumberland County PA Fire Dept. |
| | 501.3375 MHz | Bucks County PA Police Dept. |
| SC | 147.375 MHz | Georgetown SC Amateur Radio Club |
| SD | 154.785 MHz | Rosebud Sioux Turnpike SD |
| SWDN | 78.4875 MHz | Alvesta SWEDEN Fire Dept. |
| TN | 37.180 MHz | Trenton TN Fire Dept. |
| TX | | |
| | | Houston TX Fire & EMS |
| | 154.725 MHz | Bonham TX Police/Sheriff |
| | 155.070 MHz | Harris Co TX Sheriff |
| | 155.685 MHz | Van Zawdt TX Sheriff |
| | 155.835 MHz | Greenville TX Police Dept. |
| | 155160 MHz | Cypress Creek TX EMS |
| | 453.450 MHz | Austin TX Fire Dept. |
| | 482.5625 MHz | City of Wataugh TX |
| UK | | |
| UT | 148.150 MHz | Civil Air Patrol |

| ST | FAVORITE FREQ. | FAVORITE AGENCY |
|---|---|---|
| VA | | |
| | 155.895 MHz | Virginia Dept. of Emergency Services |
| | 165.0625 MHz | Ft. Monroe VA Military Police |
| WA | | |
| | 155.580 MHz | Washington State Patrol (Seattle) |
| | 158.880 MHz | Kitsap WA Sheriff's Dept. |
| WI | | |
| | 155.580 MHz | Janesville WI Police Dept. |
| | 155.655 MHz | Dane County WI Sheriff |
| | 155.745 MHz | Dodge County WI Sheriff |
| | 158.780 MHz | Wauwatosa WI Police |
| | 160.890 MHz | Chicago & North Western Transportation |
| | 39.520 MHz | Dane County (WI) Sheriff |
| | 450.225 MHz | Milwaukee Co WI Sheriff |
| | 451.150 MHz | Wisconsin Electric Power Company |

## POSSIBLE NEW COLUMNS - ARE YOU INTERESTED?

We are considering columns on Amateur Radio, New Product Review, News Media (radio station traffic reporting, tv news crews, newspapers), Transportation (bus, limo, taxi), and perhaps a column on Dispatching. These will not initially be monthly columns, but perhaps will be printed on a rotating basis with some others until we see member reaction and response. If you are qualified to write on these subjects, have a good typewriter or word processing printer, I would like to hear from you. Give me your thoughts on the subject, your knowledge of the subject you select, and any other comments you care to make.

For those of you in the southeast who have mentioned that you miss the RADIO SHOWS section that I have been running, this information will be forwarded to the Calendar Editor, and should start appearing next month.

## NEW DIRECTORY FOR KANSAS CITY AREA

FOX MARKETING has released their new Kansas City Area directory. Once again, Fox has given complete and detailed coverage to an area, both Kansas and Missouri, and if you are interested in Kansas City, this detailed, 164 page directory covers just about every subject, service and code in the Kansas City monitoring area. If you would like more information on the directory, phone or write to FOX. The phone number is 1-800-543-7892. The address is Fox Marketing, Inc., 4518 Taylorsville Road, Dayton, Ohio 45424. We thank FOX for mentioning RCMA in their directory!

RCMA welcomes the chance to review new publications which are directly related to our hobby of monitoring. Publishers are encouraged to mention RCMA as an active organization devoted to monitoring, and you are encouraged to advertise with us. The very reasonable rates can be obtained by contacting Carol E. Ruth, General Manager.

Remember to send your stamped, self-addressed envelope with any correspondence to the Editor when you write or submit material. Editors are not paid, and this token effort on your part is really appreciated by the staff member!

# AIRCRAFT

Send private, commerical, firefighting and law enforcement aircraft frequencies of interest in the 108-136 MHz range and frequencies in other bands above 30 MHz associated with airports and aircraft plus questions, articles and tips related to aircraft monitoring to:

**Darrel Charest, 1913F Oak Creek Lane, Bedford, TX 76022**

As to be expected, local newspapers and TV stations still carry major stories on the Delta 191 accident that occurred at Dallas-Ft Worth Airport on August 2, 1985. Recently Delta Airlines filed a suit against the FAA contending Air Traffic Controllers were negligent in failing to issue timely weather information to the flight. Other suits have been airmed at the Learjet Pilot who proceeded Delta 191 through the storm

and apparently failed to warn controllers of the wild ride he encountered. Federal Air Regulations, however, require reporting of unforecast weather conditions and the chance of thunderstorms had been issued in the forecast. In my experience as a pilot and controller, I find most are reluctant to make reports of severe weather of any kind whether it be turbulence, icing, wind shear or any other phenomena associated with weather. Usually it is the novice pilot who reports severe weather, and I can only guess that the experienced ones fear they might be overstating conditions and be thought of as "Crying wolf" if they reported extremely hazardous conditions.

But for whatever reason the Lear pilot failed to advise ATC, this would likely have been the only warning the following Delta would receive, for the wind shear alert equipment in the Control Tower did not alarm until some minutes after the accident. Whether this information would have averted the crash, we can only speculate.

Doppler radar equipment is under development now that will provide better information on wind shear, particularly when it occurs outside the airport boundaries. Major airports, including DFW, now use wind sensors located at various positions on the field. When significant differences occur in direction and velocity, an alarm sounds in the control tower and this information is passed to landing and departing flights.

As a result of this and a number of other recent accidents, my wife has almost become paranoid about my flying. And a recent incident caused me to think that perhaps she was right to be concerned about my well-being. Several weeks ago I began working with a Navy pilot who came to us for his ATP (Airline Transport Pilot) rating. We were flying the Aztec which is a light twin with two 250 hp engines. Although this individual had never flown piston powered aircraft before (all jet time) he was making good progress. All that remained to complete his training was a little polish on the instrument procedures and a few engine failures on takeoff roll. On our next to last flight I decided the time had come for one of these emergency procedures. As we began takeoff roll and full power had been applied to both engines, I cut the mixture to the right engine. It failed immediately as I knew it would. Now I expected my Navy student to make the proper response by cutting power to the left one by immediately bringing both throttles to idle. When he failed to do so, the aircraft began a rapid turn to the right. By now I realized he was not going to reduce power so I grabbed his hand on the throttles and brought them both to idle. At this point my student had applied full left rudder to keep us from leaving the runway to the right. When power was cut on the left engine, we made an immediate and abrupt turn in that direction. Although we had began to slow our speed, there was no way we could remain on the runway. In the grass ahead I could see taxiway signs, runway lights and VASI boxes. By this time the student said "You got it" meaning he was off the controls. As we left the concrete for the grass, I waited for a tell-tale thump to signal collision with one or more of these obstructions. None came. After the dust settled and we traced our track through the grass, I realized we had by some miracle avoided everything. Later a careful inspection of the aircraft by our maintenance staff would confirm the aircraft was undamaged. To some degree this helped to soothe my pride which had been severely wounded. Aviation sometimes makes you pay dearly for your mistakes. We had been most fortunate to escape unscathed from a serious error.

Before I leave you for the month, I would like to pose one question, then list the frequencies I monitor in the Dallas-Ft Worth area in the aviation band.

Question: Why do the scanner designers and manufacturers include 108.0 to 117.975 in all their units? This portion of the band is for navigation signals - VOR and ILS, although a majority are equipped to broadcast voice. Some years ago it was fairly common practice for small aircraft to transmit on 122.1 and listen on the VOR. But this practice has gone the same route as the nickle candy bar. A few VORs broadcast TWEB (transcribed weather broadcast) or ATIS

(automatic terminal information service) but for a listener this is about as interesting as last weeks newspaper. If you have the answer, I would love to hear it.

**Dallas Ft Worth Airport**

| | | | |
|---|---|---|---|
| Arrival | 119.05 East | Departure | 118.55 East |
| | 119.4 East | | 127.75 West |
| | 125.8 West | | |
| | 132.1 West | | |
| Clearance Delivery | 128.25 | | |
| Tower | 126.55 East | Ground Control | 121.65 East |
| | 124.15 West | | 133.15 East |
| | | | 121.8 West |

**Dallas Love Airport**

| | |
|---|---|
| Arrival/Departure | 125.2 South |
| | 124.3 North |
| Tower | 118.7 |
| Ground | 121.75 |
| Clearance | 120.0 |

**Ft Worth Meacham**

| | |
|---|---|
| Arrival/Departure | 118.1 North |
| | 120.5 South |
| Tower | 118.3 |
| | 120.9 |
| Ground | 121.9 |

**Dallas Addison**

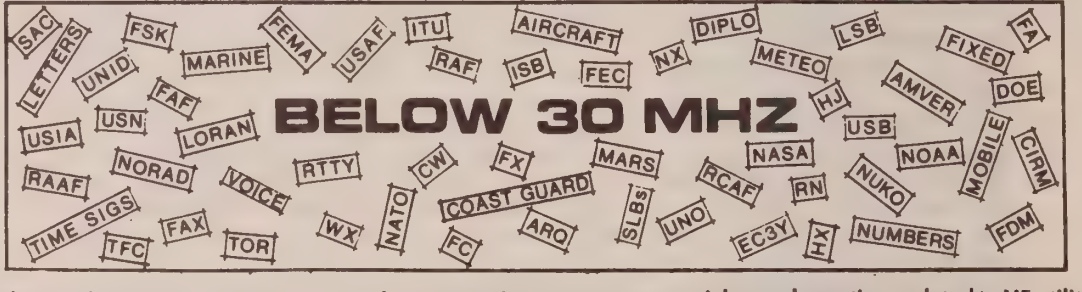
| | |
|---|---|
| Arrival | 123.9 |
| Departure | 124.3 |
| Tower | 121.1 |
| Ground | 121.6 |

**Dallas Redbird**

| | |
|---|---|
| Arrival | 123.9 |
| Departure | 125.2 |
| Tower | 120.3 |
| Ground | 121.7 |

**Carswell AFB**

| | |
|---|---|
| Tower | 119.8 |




**This column is for HF AM, CW, SSB, RTTY and FAX reception reports, note, article, and questions related to HF utilities. Services covered in this column include aeronautical, coastal/marine, weather, government, military and 'spy' stations — essentially everything except broadcasting, CB and amateur radio.**

**Send reports to: Geoff Halligey, 85 Southwood Road, Cottingham, England, HU16 5AJ.**

U.S.MILITARY RADIO COMMUNICATIONS, Part I

This is a new book written and published by Michiel Schaay from Doorn, in the Netherlands. It costs £11 in the UK, that's about 15½ dollars US, but I imagine it could be obtained from Grove Enterprises of Brasstown, NC, since the book carries one of Grove's ads.

Chapters are included covering the US Army, Navy and Air Force, with lists of their bases at home and abroad and radio frequencies in use. Other chapters include lists of military point-to-point frequencies employed in Europe, Latin America, the Indian Ocean and surrounding territories. MARS has a chapter to itself.

Clearly a lot of research has gone into this 100-page A4 format book and the frequencies appear to be authentic as far as can be judged. However,

it will offend many potential US purchasers by its editorial diatribes against US military forces and their alleged threats to the survival of mankind, and against the capitalist economic system (no mention of threats posed by any other country). If politics had been left out, the book could be recommended.

## ATLANTIC CHALLENGER

Following last month's report on the search for possible survivors of the Air India crash into the Atlantic, August 15th brought a distress call from the speedboat Virgin Atlantic Challenger as it approached south west England on its record breaking attempt.

In this instance, all communications were effected on the International Distress frequency of 2182.0 kHz, with Lands End Radio (GLD), on the south west tip of Cornwall, taking control and co-ordinating the search efforts of ships, aircraft and helicopters.

The Atlantic Challenger's distress call was initially picked up by the West German vessel Bridgewater (DDSV) - 'sinking, nine on board, main transmitter broken'. Fortunately, the crew were rescued from their liferafts comparatively quickly by the Geestbay (a banana boat) and helicoptered ashore.

Lands End Radio, the Bridgewater and the Geestbay were all clearly received in Cottingham, some 500 miles away.

## ICE RECONNAISSANCE AIRCRAFT

The two Canadian aircraft C-FNAY and C-GNDZ (see July, '85 issue) have changed their FAX frequency from 7710 to 6917 kHz.

Broadcasts commence daily as soon as possible after the aircraft are airborne. Times are now:

| | |
|---|---|
| Eastern and High Arctic | from H+00 - 29 |
| Western Arctic | from H+30 - 59 |

Broadcasts finish on 15th October.

## LETTERS AND NUMBERS

Our enthusiastic member Kelly Starkey (CA-LA-610) has sent in a log of the stations he has heard between April and mid-July. His listening times are mostly between 0700 and 0930 UTC. SS/YLs have done the announcing in 5-digit codes and AM mode, except where noted.

We do not as a rule publish lists of the frequencies of these stations simply because they change so often; what is 4050 today may be 4060 or 5037 tomorrow. But there are exceptions:

| | | |
|---|---|---|
| 4050 | 6227 (5 times) | 7432 (twice) |
| 5133 | 6294 (twice) | 7438 (8 times) |
| 5182 | 6554 | 7468 |
| 5812 | 6695 (USB)* | 7527** |
| 5924 (twice) | 6708 | 7846 (3 times) |
| | 6772 | 7887 |
| | 6802 (4 digits) | 7897 |
| | 6872 (3 times) | 7915 (3 times)*** |
| | 6892 | |
| | 6948 (twice) | |

* First a short tone, then 3 seconds of scrambled voice, then another tone, and so on, repeated many times.

** After a transmission the tape can be heard rewinding for a few seconds, then more transmission, rewind, etc., for at least five times.

*** Male voices, apparently smugglers.

And one more, 12156 in EE, AM, female voice, 1300 to 1330. Numbers in 3/2 format. Thanks, Kelly.

LAHR MILITARY

Lahr is a Canadian Forces air base in West Germany and it has ten operational HF frequencies:

| | |
|---|---|
| 3092 | 11233 |
| 4704 | 13231 |
| 5690 | 13257 |
| 6705 | 15031 |
| 9006 | 18012 |

Its CW call is listed by the Germans and the RAF as DHM95; by the Canadians as VEG. (Who uses CW in the air these days, anyway ? Answer, the RAF do and so do Prague OKL (Czechoslovakia) on 5659 and 13296, working the Prague to Kabul, Afghanistan,service).

Lahr Military transmits Volmets in EE for Lahr, Sollingen, Stuttgart, Frankfurt, Gatwick and Prestwick hourly at H+16, as follows, although it must be said that some schedules are missed:

| | |
|---|---|
| 5690 | 2000 to 0800 UTC |
| 13231 | 0800 to 2000 UTC |

These are also the only two HF frequencies that have been heard working aircraft.

A MISCELLANY

From Bob Horvitz in Washington, DC, comes a collection of items of interest to all monitors.

First an ad from the Hughes Aircraft Company announcing the first HF frequency-hopping system, covering the range 2 to 30 MHz. Previously, this mode has been available only on line of sight VHF and UHF transmissions, but with the use of HF much greater ranges are now possible. They call it STAJ - Short Term Anti-Jam.

Now for some items from Bob's logs:

| | |
|---|---|
| 6895.8 USB | US military comms. exercise, mid-June. Around 2200 UTC, "Arrowpoint" read this msg to "Chaser": "Auntie Em ! Auntie Em ! The eurythmics shock Toto ! Still have Ruby shoes. Can use Tin Man to grill your steaks and lobster; bring Scotch. Will use Scarecrow for kindling. Lion wants no part. Afraid of retaliation". Also heard on 6460 LSB and 6468 USB. |
| 7375 LSB | A carrier with pulse modulation gradually accelerating and decelerating in a 4-minute cycle. AM mode, carrier inaudible. |
| 7575 LSB | Msg read by YL in 5-letter groups, but using a phonetic alphabet with non-standard words, e.g.: Alpha, Bravo, Cuba,... Sandino, Tango, Unidad, Victor, Whiskey. Probably Cuban or Nicaraguan. Each group twice: 0017 on 17th June. |
| 7635 USB | Civil Air Patrol national traffic net, 0145 6th August. |
| 10835 | Piccolo transmissions regularly heard, 17 - 1900 UTC. |
| 11075 | At 0119 on 10th July a steady 'tock tock tock' heard, abruptly ending at 0124. Exactly 5 tocks/sec, only a few kHz in bandwidth (Half-speed Woodpecker ?). |
| 20042+ | On 10th July, a continuous unmodulated carrier, slowly rising. At 1815 rise was equal to 300 Hz/min, slowing to 200 Hz/min by 1845, peaking at 20056.7 kHz at 2100. Doppler shift due to tx being in orbit ? |

Further, Bob has been monitoring clusters of from 7 to 10 powerful unmodulated carriers appearing for hours at a time in the bands in which the US OTH radar is authorised to transmit (according to QST (April 80). The carriers are almost evenly spaced, 3 per kHz, with a total cluster bandwidth of about 4 kHz. At first Bob thought these might be tests of portions of the USAF OTH radar in Maine (such tests did begin in the Spring), but on

4th August he heard 3 of these clusters in different parts of the spectrum simultaneously which made him doubtful since he thinks it is not possible for one OTH radar sector to transmit in more than one band at a time.

However, on the 31st March Bob got a positive voice i.d. apparently from the source of the cluster based around 6780 kHz; 'Acrobat', which is the code name for Andrews AFB. So the carriers may be related to the so-called 'Mystic Star' network controlled by Andrews. But in another twist to this story, the majority of the clusters have not been on the freqs used in the Mystic Star system. In DC the carriers are quite strong, with fades indicating non-local origin. Any clues, anyone ?

Here is a summary of Bob's observations:

| | |
|---|---|
| 6778.7 - 6782.5 | Eight carriers heard 26 Feb, 31 March, 19 April, 10 May and 4 Aug in the hours following midnight UTC. On 26 Feb several of the carriers were retuned so that they converged on a single freq. |
| 7528.7 - 7532.7 | Nine carriers, vary loud, 0330-0357 2 Aug. |
| 9224.0 - 9226.7 | Nine carriers monitored from 1800 3 Aug to 1834 4 Aug. Power reduced on all but one carrier around 2040 3 Aug, but restored 10 mins later. |
| 13408.7 - 13412.7 | Eight carriers heard from 1900 23 June and 27 July. An 'Autovon' phone-patch on 13410 was logged in 1983, suggesting a military related US tx on this channel. |
| 14413.9 - 14418.0 | Nine carriers heard 0148 24 July. Gradual fade (sunset ?) around 0155, but still audible at lower volume. |
| 15513.7 - 15517.7 | Ten carriers heard 1815 - 1830, with military sounding voice superimposed briefly, referring to tx test, followed by pre-recorded female operator saying 'you have left the phone off the hook too long. Please hang up and dial again'. With short tones as phone alarm. |

Well, that gives a good idea of what to look for.

The authorized bands in which the US OTH radar may transmit, mentioned above,are as follows:

| | | |
|---|---|---|
| 6765-7000 | 10100-11175 | 17360-17900 |
| 7300-7508.4 | 11400-12330 | 18030-19993 |
| 7530-8195 | 13360-14000 | 20010-21000 |
| 9040-9995 | 14350-14993 | 21450-21850 |
| | 15100-16460 | |

USAF OTH RADAR PROGRAM

Also from Bob - he received a letter from Co. A.L.Snyder, Jr., head of the program. He says that tests of individual tx modules fed into individual antenna elements are at present underway and will continue sporadically until September, when 'formed-beam' tests will start. These will have the antenna elements combined into a phased array to create a powerful 'spotlight' beam, which the radar will eventually use.

Formed beam tests will run until, perhaps, December, when the system will start to test the frequency selection process. Until then, the test freqs will be chosen manually after monitoring band occupancy for unused channels. The completed radar is expected to begin routine operation by the middle of 1986, with the second and third sectors following thereafter.

Thanks, Bob, for all that interesting stuff. Incidentally, in Cottingham anyway, ole Woodie Woodpecker is but rarely heard these days....

NOW THE CURES

Thanks to a member of the British DX Club, here are the cures for defects on two receivers mentioned in this column recently:

Radio Shack (Tandy) DX-400. The fault was electricity supply (what we British call the 'mains') hash on LW and the LF end of MW (Feb. and May '85 issues).

Diagnosis - the switching terminals of the four rectifier diodes were creating harmonics which were radiated by the mains transformer and picked up by the whip aerial.

Cure - fit a 0.1 uF 30 V disc ceramic capacitor across the transformer secondary. Cut the capacitor leads to about half an inch long when they can be pushed inside the existing plastic sleeves, so that they connect with the push-on connectors of the secondary.

FRG 8800. The fault was excessive drain on the back-up batteries, which ran flat in 3 weeks (July and August '85 issues).

Diagnosis - when this receiver is plugged into the mains, even although it is switched off, the mains supply is providing power for the memories and clock display; the batteries assisting with minimal drain. If the wall socket is unplugged, however, or if there is a power cut, then the batteries take over the whole system to preserve these displays and consequently run down quickly.

Cure - keep the rx plugged into the wall socket and the wall socket switched on.

NEW COAST STATION

Panama Intelmar is now open, callsign is HPP. HF CW frequencies are:

| Primary | Secondary |
|---|---|
| 4275 | 4338.5 |
| 6423.5 | 6479 |
| 8589 | 8602.5 |
| 12699 | 13049.5 |
| 16869 | 17027.5 |
| 22454 | 22499 |

Traffic lists are sent on the primary frequencies every odd H+00 during hours of service, which are:

| | |
|---|---|
| 4 and 6 MHz | HN |
| 8 MHz | H24 |
| 12 and 16 MHz | 1200 - 2300 |
| 22 MHz | 1500 - 2100 |

HF RT (voice) primary frequencies are:

4357.4 6509.5 8768.5 13110.1 22617.7

That's it for this month, many thanks to correspondents -

Geoff

# BUSINESS, ETC.

**This column is for reporting frequency and radio system information for the following varied services: business, forest products, petroleum industry, special industrial, manufacturers, news media (behind-the-scenes radio, TV & newspaper), motion picture industry, security (private patrol, detective agencies, campus security & police, amusement park & stadium security, shopping center & mall security, plant/business/hotel security, etc.) General Mobile Radio Service (GMRS), mobile phone/RCC & paging, trucking firms, bus lines, taxi cabs, tow trucks, utility companies (private & municipal water, power, electric, gas, telephone, etc.), and all school & college related frequencies. Send information and questions pertaining to the radio services covered in this column to:**

**Brandt Niemuth, P.O. Box 541, Rosemont, IL 60018**

Welcome to the "Crazy"?? world of Business Communications. Thuoght for the month: It's a successful vacation if the cottage didn't leak as much as the boat. On to the goodies;

From Donald Ellicott (CA-SM-032) of San Bruno, Ca :

| | | | |
|---|---|---|---|
| 158.34 | | Hawaiin Telephone | Honolulu |
| 151.985 | | Hawaiin Telephone | Hilo |
| (B) 152.27 | KNCX522 | Palo Alto Yellow Cab | East Palo Alto |

| | | | | |
|---|---|---|---|---|
| (M) | 157.53 | KNCX522 | Palo Alto Yellow Cab | East Palo Alto |
| | 152.27 | KMA 736 | Cabs Unlimited | Mountain View |
| | 152.27 | KDV 612 | Holly White Cab | Richmond |
| | 152.27 | KMA 783 | Luxor Cab Co | San Francisco |
| | 152.27 | KMA 653 | San Rafael Yellow & B/W | San Rafael |
| (B) | 152.285 | KDY 836 | Luxury Cab Co | Oakland |
| (M) | 157.545 | KDY 836 | Luxury Cab Co | Oakland |
| (B) | 152.3 | KJK 794 | Antioch Sedan Taxi | Antioch |
| (M) | 157.56 | KJK 794 | Antioch Sedan Taxi | Antioch |
| | 152.3 | KMA 894 | New Yellow Cab Co-op | San Francisco |
| | 151.655 | | Sals Taxi | Martinez |
| | 151.685 | | Check Cab Co | Oakland |
| | 151.685 | | Lyons Cab Co | Oakland |
| | 151.685 | | Red Spot Cab Co | Oakland |
| | 151.715 | | Campbell Cab Co | Oakland |
| | 151.775 | | City Cab Co | Oakland |
| | 151.955 | | Sausalito Yellow Cab | Sausalito |
| | 151.955 | | Black and White Cab | El Cerrito |
| | 452.1 | | S F City Cab Co | San Francisco |
| | 452.15 | | Reliable Taxi Co | Oakland |
| | 452.2 | | Associated Cab Co | Oakland |
| | 452.275 | | Zina Cab | Oakland |
| | 452.3 | | Towne Taxi | San Mateo |
| | 452.35 | | Sunshine Cabs | San Francisco |
| | 452.35 | | Radio Taxi Service (United, Pacific, Red & White) | San Francisco |
| | 452.4 | | National Cab Co-op | Oakland |
| | 452.45 | | Vets Taxicab Co | San Francisco |
| | 463.325 | | South Bay Cab Co | San Jose' |
| | 463.375 | | Brown Cab Co | San Leandro |
| | 464.825 | | Union City Taxi | Union City |
| | 484.2625 | | Grayline Cab Co | Richmond |

(ed note; in the 152 mhz/157 mhz taxi band, in most urban areas, the base transmits on the 152 mhz freq while the mobile unit will transmit on the 157 mhz feq} I wonder how Oakland can support so many different cab companies? And to think that I might be in the wrong part of the country, since I operate a cab in Chicago suburbia.

From Ken Quade (MO-045) of Rantoul, Ill comes;

| | | | |
|---|---|---|---|
| 35.06 | KVQ 685 | Robert Wayne Raunch | Rantoul |
| 151.655 | WRH 954 | Redmon's TV Elec | Rantoul |
| 151.685 | KNAY291 | Warner Oil & Gas | Rantoul |
| 151.745 | KSF 326 | Birkey's Farm Store | Rantoul |
| 151.745 | KIP 237 | Horizon/TCI Cable TV | Rantoul |
| 151.805 | KZA 252 | McMaintenance | Rantoul |
| 151.805 | KZP 269 | Centel Cable TV | Rantoul |
| 151.835 | KXC 614 | Jon-Bon's Inc | Rantoul |
| 151.895 | KSF 326 | Birkey's Farm Store | Rantoul |
| 154.515 | KOA 636 | Super Cube Ice Co | Rantoul |
| 461.875 | KNCJ507 | Joe H Robertson | Rantoul |
| 461.875 | WQN 960 | C & S Sanitary Co | Rantoul |
| 464.425 | KNCR207 | Dewey's Auto Service | Rantoul |
| 464.425 | KNFM837 | Dewey's Inc | Rantoul |
| 464.45 | KEX 967 | Warner Brother Farm | Rantoul |
| 464.675 | KML 219 | Roessler Construction | Rantoul |
| 464.925 | KZZ 609 | Rantoul City Schools | Rantoul |
| 464.95 | KLC 231 | Roessler Roofing Co | Rantoul |
| 151.685 | KRH 351 | E G Heiser | Fisher |
| 151.955 | KFP 459 | Adams Cob Line | Fisher |
| 461.5 | KNCL 465 | Standard Oil Co | Fisher |
| 464.325 | WRI 240 | Hesterberg Electric | Gifford |
| 461.225 | KA26289 | Ray Wilson Farming | Ludlow |
| 466.225 | KA26289 | Ray Wilson Farming | Ludlow |
| 466.225 | WDW 442 | Ray Wilson Farming | Ludlow |
| 151.685 | KCG 634 | Petroleum Equipment | Thomasboro |
| 461.075 | KG 3854 | Geo's Gas Service Inc | Thomasboro |
| 461.075 | WFE 557 | Geo's Gas Service Inc | Thomasboro |
| 33.3 | KLY 358 | Peoples Gas Light Co | Fisher |
| 35.52 | KBF 340 | Warner Farms | Rantoul Thomasboro |
| 152.915 | KGF 379 | Gordon Farms | Rantoul |
| 451.925 | KNFD989 | Lowell D Johnson | Rantoul |
| 151.58 | KZZ 241 | Shields Soil Service | Dewey |

| | | | |
|---|---|---|---|
| 152.915 | KVN 637 | Phillip.M Shields | Dewey |
| 157.725 | KWG 882 | Elmer L Lutz | Dewey |
| 451.875 | KNAH642 | Roger Babb | Dewey |
| 451.875 | KOB 468 | Lowell Heap Farms Inc | Dewey |
| 452.000 | KJK 465 | Donald L Dreman | Dewey |
| 152.885 | KRC 464 | L & L Farms Inc | Fisher |
| 153.005 | KNHH 801 | Schigro Service Co | Gifford |
| 151.58 | KO 5246 | Shields Doil Service | Penfield |
| 151.58 | KTR 957 | Shields Soil Service | Penfield |
| 451.85 | KNCT575 | Downs-Leslie D | Ludlow |
| 47.56 | KSD 713 | Brown & Lambrecht Ea | Thomasboro |
| 152.87 | KDM 443 | Kenneth Hinrich DBA | Thomasboro |
| 43.02 | KNGZ694 | Central Illinois Til | Champaign |
| 43.18 | KBW 205 | University Asphalt Co | Champaign |
| 151.565 | KNAG374 | Max Herschbarger | Champaign |
| 152.945 | KLU 856 | Miner Egg Farms | Champaign |
| 152.99 | KSI 947 | Central Material Co | Champaign |
| 158.385 | KER 843 | Champaign Builders Supply | Champaign |
| 158.46 | KSZ 248 | Lyle E Brock | Champaign |
| 451.925 | KNCX392 | Grace Brothers | Champaign |
| 451.925 | KNFD989 | Johnson-Lowell D | Champaign |
| 452.025 | KBE 476 | Jerry Bennett Jr | Champaign |
| 153.545 | KNFZ533 | Village of Rantoul | Rantoul |
| 154.4712 | WGZ 891 | Soyland Power Co-op | Rantoul |
| 154.4712 | WGZ 953 | Soyland Power Co-op | Gifford |
| 154.4712 | WGZ 935 | Soyland Power Co-op | Champaign |
| 153.515 | KGX 801 | People's Gas Co | Fisher |
| 47.86 | KSF 447 | Noethern Illinois Water | Champaign |

Also from David Beck (Membership number ???) is a list for the Talladega 500 (I am guessing it was held in Alabama).

Talladega 500 July 28, 1985

| | |
|---|---|
| 461.875 | #44 Terry LaBonte |
| 461.975 | #33 Harry Gant |
| 463.462 | #7 Kyle Petty |
| 463.700 | "Neil" (Neil Bonnett?) |
| 463.900 | #27 Tim Richmond (also on 468.900) |
| 464.125 | #8 Bobby Hillin (also on 469.125) |
| 464.300 | #4 Joe Ruttman |
| 464.337 | #54 Bobby Wawak |
| 464.450 | #55 Benny Parsons |
| 464.537 | #64 Clark Dwyer |
| 464.600 | "Bernard" ? (this was a repeater) |
| 464.800 | #43 Richard Petty |
| 466.312 | "Daryl" (Waltrip??) |
| 466.625 | #74 Rick Wilson |
| 466.975 | ? |
| 467.112 | #49 Trevor Boys |
| 467.775 | #00 Phil Barkdoll |
| 468.562 | ? |
| 468.900 | #27 Tim Richmond (also on 463.900) |
| 469.125 | #8 Bobby Hillin (also on 464.125) |
| 469.962 | ? |

| | |
|---|---|
| 464.775 | Talladega Speedway Officials & Security |
| 465.687 | NASCAR Track Judges |
| 464.500 | NASCAR |
| 464.550 | NASCAR |
| CBS-TV | 450.350 450.512 450.800 450.850 455.012 455.987 |
| CBS-TV Wireless Mikes | 153.290 161.640 169.990 |

# CANADA

Send Canadian frequency information, radio system details and other information relating to Canadian monitor radio listening and questions to:

**Rob Berezowski, 310-4045 Rae St, Regina, Saskatchewan, Canada S4S 6Y8**

Greetings all and welcome to the new look for the Canada column. I have recently acquired a letter quality printer (well, "near letter quality"), and I can now use a word processor for the column. The Canada column is now in the computer age. Actually, the Canadian Editor was in the computer age a few years ago, while the Canada column was still back in the Stone Age, using an old electric typewriter. This new printer will produce copy that is more even, and hopefully easier to read.

For those of you who are interested, I am using a Commodore 64 running the word processor program Paperclip. The printer is a Roland PR-1212, and is capable of printing in 5 modes, including draft, near letter quality and italics. The best feature of all of this is the ease at which errors can be corrected. Previously it was all Liquid Paper. I still have some Liquid Paper left over if anyone is interested. There is one 55 gallon drum which is about 2/3 full. I'll throw in the air brush pump assembly if you like. The buyer pays for postage.

This month I think I will start with a letter from Harry (CANA-074). He has heard the Ministry of Transport on 460.2125 (Repeater). Although not confirmed, it probably has something to do with the two airports in Edmonton. Harry also sent in some Edmonton Police Dept radio codes:

EDMONTON POLICE DEPT RADIO CODES

10 - 0 Caution
- Code V - Violence
- Code E - Escape threat
- Code M - Mental instability
- Code ST - Suicidal tendencies

10 - 1 In Service
10 - 2 Out of Service (Terminating Duty)
10 - 3 Out Investigating
10 - 4 Received and Understood
10 - 5 Accident - Property Damage
10 - 6 Accident - Injury
10 - 7 Parking Violation
10 - 8 Lunch at _____
10 - 9 Off Temporarily at _____
10 - 11 Tow truck required at _____
10 - 12 Wagon required at _____
10 - 13 Member in Trouble
10 - 14 Bomb Threat
10 - 16 Ambulance required at _____
10 - 18 Drunk person at _____
10 - 19 Disturbance at _____
10 - 20 Location
10 - 21 Repeat message
10 - 26 Stolen car check
10 - 28 Licence suspension check
10 - 29 Registration check
10 - 30 Name check request - Wants and Warrants (CPIC)
10 - 31 Name check request - CNI/CRS
10 - 41 Address/Phone number check
10 - 100 CNI/CRS Response

CNI/CRS CODES

Code NA - No appearance
Code NC - No convictions
Code V - Violence
Code R - Robbery
Code W - Weapons
Code B - Break and Enter
Code T - Theft
Code A - Auto Theft
Code D - Drugs
Code F - Fraud
Code S - Sex Offence
Code O - Other
Code I - Arson

STATUS CODES

Code FR - Free from restrictions
Code G - Goal
Code MI - Mental Institute
Code P - Parole
Code SS - Suspended sentence
Code DS - Driver Suspended

For those of you who don't know, CPIC stands for Canadian Police Information Center, and is a nation-wide computer system operated by the RCMP in Ottawa. All police forces in Canada have terminals linked to CPIC. The computer holds records of all outstanding warrants for any person in Canada. Past criminal records can also be obtained by running a CNI request (Criminal Name Indices) through CPIC. A person can also be checked for American warrants through CPIC by requesting an NCIC check. NCIC stands for National Crime Information Centre, and is a computer in the U.S. that is similiar to CPIC. This computer is run by the F.B.I. in Washington.

Thanks for writing in Harry. Hope to hear from you again soon.

Next comes some information dug up by yours truly. The first topic is a large expansion of the RCMP radio system in rather remote areas of northern Saskatchewan. The information on this new system came from two sources. One was a Canadian Press article that appeared in the July 18/85 Regina Leader Post. The other source was a story that appeared in the July 85 SaskTel News, a monthly newsletter of SaskTel employee activities.

The RCMP have signed a $550,000 contract with SaskTel to provide expanded radio coverage for about 50-70 officers in 11 detachments.

Previously, radio coverage ranged from almost adequate to almost nothing in some of these areas. Formerly in some of these areas, the only contact was with the radio base in the detachment itself. If no one was in the office, too bad. With the new system, 13 new repeaters have been installed, and all of these repeaters allow contact with the Prince Albert sub-division telecommunications center, manned 24 hours. The repeaters are also inter-connected, allowing officers to contact officers on other repeaters in the system.

From my own resources, here are the new sites and frequencies in service:

NORTHERN SASKATCHEWAN RCMP RADIO EXPANSION

| Site | Frequency | Detachment |
|---|---|---|
| Beauval | 155.640/154.830in | Beauval |
| Buffalo Narrows | 155.430/154.800in | Buffalo Narrows |
| Cumberland House | 155.700/154.950in | Cumberland House |
| Denare Beach | 155.340/154.620in | Creighton |
| Deschambault | ? ? | Pelican Narrows |
| Green Lake | 155.430/154.370in | Green Lake |
| Ile-a-la-Crosse | 156.030/155.070in | Ile-a-la-Crosse |
| La Loche | ? ? | La Loche |
| MacKay Lake | 155.610/155.040in | (Lac La Ronge Provincial Park) |
| Molanosa Lake | 155.640/154.830in | La Ronge |
| Pelican Narrows | 155.580/154.890in | Pelican Narrows |
| Pinehouse | 155.580/154.890in | Pinehouse |
| Sandy Bay | 155.430/154.370in | Sandy Bay |

The system officially went into full service July 12, 1985. Traditionally, the RCMP has provided their own 'stand alone' systems. In order to install a system like this, it would have meant the RCMP would have had to erect a large number of towers, and a resulting large capital outlay for the RCMP.

The RCMP changed their minds and decided to rent the equipment from SaskTel once they realized how economical this would be. SaskTel's existing network of microwave towers in northern Saskatchewan was instrumental in closing the deal. Using existing towers means the saving of tens of thousands of dollars per site.

The radio system consists of repeaters equipped with auto-dialers containing pre-programmed telephone numbers. This allows the officers to touch tone dial abbreviated codes from their vehicles. The incoming calls (from repeater sites) are routed to a custom-designed telephone conferencing bridge in Prince Albert. The calls are then routed to their destinations.

This new repeater equipment will require new mobile radio equipment for the vehicles. The new radios will have some additional channels not presently used in southern Saskatchewan. These new frequencies are shown in the table above, and were probably necessary to avoid interference with neighboring existing radio sites. Also, the new radios will need a touch tone pad. I have no information on how many new mobile radios were purchased, and how much this cost.

Another real advantage of this system has to do with public contact with the RCMP detachments up north. If a caller finds there is no answer at his/her local detachment, they can simply dial the operator and ask for Zenith 50000. This connects them with the Prince Albert Communications Centre. Once the complaint is taken, officers in PA can relay the complaint to officers via the new radio system. Apparently under the old system, if there was no one at the local detachment, the chances of getting RCMP assistance were rather small. This situation will now improve.

The RCMP have also just signed an agreement with Manitoba Tel to serve some areas in that province with a similiar system.

SaskTel was also successful in signing an agreement with CN Rail to provide improvements in their radio system as well. This contract was worth $1.5 million, and involves installation of new radio repeater equipment at 34 different sites across Saskatchewan. These repeaters are interconnected through a dial system, which is probably similiar to the RCMP system I discussed above.

I don't have much information on this system, but if I dig up any more, I'll certainly pass it on.

Another new development involving SaskTel is an enhancement of the existing VHF mobile telephone system. The current system, referred to as General Mobile Telephone System, is the manual operator system that I am sure we are all familiar with. The new system is called the Automatic Mobile Telephone System (AMTS). AMTS is compatible with the old GMTS, but features two-way direct dialing, automatic channel selection, call forwarding and roaming. Currently the base stations are only in operation in Regina and Saskatoon, but I have not heard one way or the other if there are plans to expand the system to other parts of the province. New base stations have been installed at four sites in Regina and Saskatoon, but I have not yet been able to confirm any frequencies for Regina. When I do, I'll certainly pass them on to you.

On a related topic, SaskTel currently has no plans to enter the 800 MHz cellular market. Such a plan was considered as an alternative to the AMTS proposal discussed above. It was felt that the demand for cellular telephones was too low to justify the extremely high capital costs involved in setting up the 800 MHz system. 800 MHz cellular telephones are not suited for a rural area, and the populations of Regina and Saskatoon are too low to make cellular systems in these cities profitable.

I do not know when the CANTEL 800 MHz system is scheduled to go into service in the Regina or Saskatoon areas. I suspect it will not be until at least 1986 or 1987.

That about wraps it up for this month. Contributions are a little down over the summer, but hopefully some material will start rolling in

soon. Now it is time for me to see if the printer will work. So far I've only seen this column on the video monitor. Hopefully my printer won't be rude to me and start spitting paper in my face. Until next month, best wishes to all.

Editor: Bob Cheek
22320 SW 63rd Avenue, Boca Raton, FL 33428

Hello and welcome to the Computer Corner! It seems like just last night that I wrote last months column! In fact, it was last night!!! I am going to get ahead for a change, instead of waiting until the mailing deadline as I usually do!

I hope that all the Commodore users have not been standing by the mailbox everyday waiting for the RCMA Newsletter to come, so that you can get the converted version of the frequency listing program! But if you were, then just skip over the next section, cause I am going print the TRS-80 version first.

```
 1 CLEAR 1000
 2 REM
 3 REM VARIABLE NAMES
 4 REM A          RESPONSE FROM
 5 REM B$()       AGENCY ARRAY
 6 REM F()        FREQUENCY ARRAY
 7 REM F1         FREQUENCY FOR INQUIRY
 8 REM F2$        AGENCY FOR INQUIRY
 9 REM N          NUMBER OF FREQUENCIES
 10 REM R$        RESPONSE FROM QUESTION
 11 REM S1        SUBSCRIPT FOR ARRAY
 12 REM S2        FREQ SEARCH SUBSCRIPT
 13 REM S3        AGENCY SEARCH SUBSCRIPT
 14 REM S4        PRINTER SUBSCRIPT
 15 REM  ***DATA FOR ARRAYS***
 16 REM
 20 DATA 154.52,State Patrol,154.725,County Sheriff
 25 DATA 154.785,County Sheriff,154.190,Deltrail
 30 DATA 154.190,Pembroke Pines
 1220 REM STATEMENTS CONTAINING FREQ. DATA.................
 1230 REM
 1240 REM
 1250 REM
 1260 REM
 1270 N=5:REM SET THIS TO THE NUMBER OF DATA RECORDS IN DATA STATEMENTS
 1300 DIM F(N),B$(N)
 1310 REM
 1320 FOR S1=1 TO N STEP 1
 1330 READ F(S1),B$(S1)
 1335 NEXT S1
 1340 REM
 1350 REM ***MAIN PROCESSING***
 1360 REM
 1480 CLS:PRINT:PRINT
```

```
1490 PRINT"*************************************"
1500 PRINT"*                                   *"
1510 PRINT"*       FREQUENCY DIRECTORY         *"
1520 PRINT"*                                   *"
1530 PRINT"* RANGE:                            *"
1540 PRINT"*                                   *"
1550 PRINT"*   1 TO SEARCH FOR FREQUENCY       *"
1560 PRINT"*   2 TO SEARCH FOR AGENCY          *"
1570 PRINT"*   3 TO END PROGRAM                *"
1580 PRINT"*   ENTER CHOICE (1-3)              *"
1590 PRINT"*************************************"
1600 INPUT A:IF A>3 THEN GOTO 1480
1610 ON A GOTO 1620,1800,2010
1620 REM *****FREQUENCY SORTING*****
1630 PRINT:PRINT
1640 INPUT "ENTER FREQUENCY  ";F1
1650 S2=1:C=0
1660 REM
1670 IF S2>N THEN 1760
1680 IF F(S2)=F1 THEN 1730
1690 S2=S2+1
1700 GOTO 1670
1710 IF S2>N THEN  1770
1730 PRINT F(S2);" - ";B$(S2)
1740 C=1
1750 GOTO 1690
1760 PRINT
1770 IF C=1 THEN GOTO 1780 ELSE PRINT"FREQUENCY ";F1;"IS NOT ON FILE"
1780 PRINT
1790 GOTO 1920
1800 PRINT
1810 INPUT "ENTER AGENCY  ",F2$
1820 S3=1:C=0
1830 REM
1840 IF S3> N THEN GOTO 1910
1850 IF F2$=B$(S3) THEN GOTO 1890
1860 S3=S3+1
1870 GOTO 1840
1880 PRINT
1890 PRINT B$(S3);"-";F(S3)
1900 C=1:GOTO 1860
1910 IF C=1 THEN GOTO 1920 ELSE PRINT "AGENCY ";F2$;"IS NOT ON FILE"
1920 PRINT
1930 REM
1940 PRINT"DO YOU WISH TO MAKE ANOTHER INQUIRY";
1950 INPUT "ENTER YES OR NO  - ",R$
1960 IF R$="YES" OR R$="NO" THEN 1990
1970 INPUT "INVALID RESPONSE, ENTER YES OR NO  - ",R$
1980 GOTO 1960
1990 IF R$="NO" THEN 2010
2000 GOTO 1480
2010 PRINT"END OF FREQUENCY PROGRAM"
2020 PRINT"THANK YOU FOR YOUR INQUIRY":END
2030 PRINT "END OF FREQUENCY DIRECTORY":END
```

You may (if you look close) notice some minor differences in this listing from the original. Well, I took the liberty with David's (LA 031) program to fix a few things. First off, I made it so that if there is more than one listing with the same frequency or agency that all will be listed to the screen. Second, there was an entry on the main menu for printing the list to the line printer, but at that time David had not written and debugged the code, so it was not in the program. I removed that function from the programs menu. And because I am now using a printer with the < and > signs, they are in the correct place.

Here is the Commodore 64 version supplied by Dave AZ-063

```
1 PRINT CHR$(147)
2 REM       ****VARIABLE NAMES****
3 REM
4 REM A      RESPONSE FROM MENU
5 REM B$()   AGENCY ARRAY
6 REM F()    FREQUENCY ARRAY
```

```
7 REM F1    FREQUENCY FOR INQUIRY
8 REM F2$   AGENCY FOR INQUIRY
9 REM N     NUMBER OF FREQUENCIES
10 REM R$   RESPONSE FROM QUESTION
11 REM S1   SUBSCRIPT FOR ARRAY
12 REM S2   FREQUENCY SEARCH SUBSCRIPT
13 REM S3   AGENCY SEARCH SUBSCRIPT

1260 REM
1270 N=???:REM SET THIS TO THE NUMBER OF DATA RECORDS IN DATA
STATEMENTS
1300 DIM F(N),B$(N)
1320 FOR S1=1 TO N STEP 1
1330 READ F(S1),B$(S1)
1335 NEXT S1
1340 REM
1350 REM *** MAIN PROCESSING***
1360 REM
1370 PRINT CHR$(147):PRINT:PRINT
1375 PRINT SPC(6)"WELCOME TO ARIZONA SCANNERS"
1376 PRINT:PRINT:PRINT:PRINT
1380 PRINT SPC(4)"DO YOU WISH TO MAKE AN INQUIRY?"
1390 INPUT R$
1392 IF R$="YES" THEN 1480
1394 IF R$="NO" THEN 2025
1410 PRINT:PRINT"INVALID RESPONSE-ENTER YES OR NO"
1420 GOTO 1390
1450 REM
1460 REM *****DISPLAY AND GET SELECTION*****
1470 REM
1480 PRINT CHR$(147):PRINT:PRINT
1490 PRINT"  ************************************"
1500 PRINT"  *                                  *"
1510 PRINT"  *       FREQUENCY DIRECTORY        *"
1520 PRINT"  *                                  *"
1530 PRINT"  *  RANGE:                          *"
1540 PRINT"  *                                  *"
1550 PRINT"  *    1 TO SEARCH FOR FREQUENCY     *"
1560 PRINT"  *    2 TO SEARCH FOR AGENCY        *"
1570 PRINT"  *    3 TO END PROGRAM              *"
1575 PRINT"  *                                  *"
1580 PRINT"  *      ENTER CHOICE (1-3)          *"
1585 PRINT"  *                                  *"
1590 PRINT"  ************************************"
1600 INPUT A:IF A>3 THEN GOTO 1480
1610 ON A GOTO 1620,1800,2010
1620 REM *****FREQUENCY SORTING*****
1630 PRINT CHR$(147):PRINT:PRINT
1640 INPUT "ENTER FREQUENCY ";F1
1650 S2=1:C=0
1670 IF S2>N THEN 1760
1680 IF F(S2)=F1 THEN 1730
1690 S2=S2+1
1700 GOTO 1670
1710 IF S2>N THEN 1770
1720 PRINT CHR$(147):PRINT:PRINT
1730 PRINT:PRINT:PRINT F(S2) ;"-";B$(S2)
1735 C=1
1740 PRINT:PRINT
1750 GOTO 1690
1760 PRINT:PRINT
1770 PRINT:PRINT:IF C<>1 THEN PRINT"FREQUENCY ";F1;" IS NOT ON FILE"
1780 PRINT:PRINT
1790 GOTO 1920
1800 PRINT CHR$(147):PRINT:PRINT
1810 INPUT "ENTER AGENCY ";F2$
1820 S3=1:C=0
1840 IF S3>N THEN GOTO 1910
1850 IF F2$=B$(S3) THEN 1890
1860 S3=S3+1
1870 GOTO 1840
```

```
1880 PRINT CHR$(147):PRINT:PRINT
1890 PRINT:PRINT:PRINT B$(S3) ;"-";F(S3)
1900 PRINT:PRINT:C=1:GOTO 1860
1910 PRINT:PRINT:IF C<>1 THEN PRINT "AGENCY ";F2$;" IS NOT ON FILE"
1920 PRINT:PRINT
1940 PRINT"DO YOU WISH TO MAKE ANOTHER INQUIRY?"
1950 INPUT R$
1952 IF R$="YES" THEN 1480
1954 IF R$="NO" THEN 2025
1970 PRINT "INVALID RESPONSE. ENTER YES OR NO"
2000 GOTO 1950
2025 PRINT CHR$(147):PRINT:PRINT
2030 PRINT SPC(6)"END OF FREQUENCY DIRECTORY"
2034 PRINT:PRINT
2035 PRINT:PRINT
2040 PRINT SPC(4)"THANK YOU FOR USING THE ARIZONA"
2042 PRINT:PRINT
2045 PRINT SPC(7)"SCANNERS COMPUTER SYSTEM"
2050 PRINT:PRINT:PRINT:PRINT
2055 PRINT:PRINT:PRINT:PRINT
2060 PRINT:PRINT:PRINT:PRINT
2070 END
5000       ***DATA FOR ARRAYS***
5010 DATA FREQUENCY,NAME,FREQUENCY,NAME
5020 DATA FREQUENCY,NAME,FREQUENCY,NAME
5030 REM
5040 REM ********IMPORTANT*******
5050 REM AS YOU ADD DATA STATEMENTS YOU MUST
         CHANGE THE VALUE OF "N" IN LINE 1270.
         THAT VALUE MUST BE = TO THE NUMBER OF
         DATA STATEMENTS.
```

As you can see, the programs are very similar. But not identical. Lets go line by line through the differences. Dave AZ-063 has made a few changes that customize the program to his taste. For instance, line 1375 where he prints "WELCOME TO ARIZONA SCANNERS". This has nothing to do with which computer it is run on, but of course is just to customize the program for in to your own format. I will stick to just those lines that have to do with making the program run.

In the following examples, I will print the TRS-80 version lines on the left side of the page, and the Commodores line statements on the right side of the page.

In the very first line we have a difference!

```
1 CLEAR 1000        1 PRINT CHR$(147)
```

On the left, the TRS-80 uses this CLEAR statement to reserve 1000 bytes of string storage space. This is necessary to prevent a "OUT OF STRING SPACE" Error because this program uses strings to store the data. In the Commodore, it is not required so Dave has changed this line to send the decimal code 147 to the display, which I assume from the way this has been used in other parts of the program, clears the screen.

This is an important point. My not knowing what function the PRINT CHR$(147) performs on the Commodore, I have looked to see the context in which it is used. This is the same as if you were reading a book, and did not know the meaning of one of the words that you read. You can tell a lot about the word (or Basic statement) from the context in which it is used. How did I come to the conclusion that CHR$(147) clears the screen? If you look through the program, you will see this statement just before anything new is printed, like the menu, and the input prompt. If I were going to print the menu, I would probably clear the screen first! Here it is again:

```
1480 CLS:PRINT:PRINT          1480 PRINT CHR$(147):PRINT:PRINT
```

That is a pretty good clue to the function of the statement. Dave has changed some of the REM statements in this listing, but they are pretty well self explanatory. The first real difference it in line 1770, my favorite the IF - THEN - ELSE statement. Since this line is longer, I will list them separately.

TRS-80:

```
1770 IF C=1 THEN GOTO 1780 ELSE PRINT "FREQUENCY ";F1;" IS NOT ON FILE"
```

COMMODORE:

1770 PRINT:PRINT:IF C<>1 THEN PRINT "FREQUENCY ";F1;" IS NOT ON FILE"

In the TRS 80 version, the IF statement tests C to determine if it has been set equal to 1. If it has, it means that a frequency had been printed up in lines 1730 and 1740. So, if it is not equal, the ELSE is executed, which prints the message.

In the Commodore version, the IF statement does the same thing, that is check to see if a frequency has been printed by testing C being not equal to 1. The double operator <> means, "greater than or less" with an implied "not equal to". So in line 1770, if C is not equal to 1 then print the message.

In line 1910 we have the exact condition repeated for the agency variable.

Here is another difference, the INPUT statement

1950 INPUT "ENTER YES OR NO - ",R$ 1950 INPUT R$

In TRS-80 Basic (Microsoft Basic) you are allowed to include a prompt string for an input statement, that will be printed just as if it was preceded with the standard PRINT verb. In the Commodore version, Dave has deleted the prompt, I therefore assume that it is not allowed. You of course know the old bit about ASS-U-ME!

We see this same difference again in line 1970.

There is only one left, the logical OR in line 1960. Here is the TRS 80 statement:

1960 IF R$="YES" OR R$="NO" THEN 1990

The OR is operates just as it sounds, IF (condition 1) is true OR if (condition 2) is true THEN (action). This statement is replaced in the Commodore Version by:

1952 IF R$="YES" THEN 1480
1954 IF R$="NO" THEN 2025

The two IF - THEN statement here will work the same as the OR of the previous example, and saves the second test of R$ in line 1990!

Other than a few changes that Dave has made to customize the program to his liking, that is all that was required to convert the program from the TRS-80 to the Commodore. Not all that much work, and thanks Dave AZ-063 for the time and effort!

Well that about does it for this month. I hope that this example of converting Basic programs will help out those of you who have been having trouble. And, when you are successful in converting a program that you see here to your computer, Please, run off a listing and drop it in the mail to me! I know that there are others that would like you see your handywork. Until next time!

# contact info wanted

**This column has two purposes: to help members *contact* each other, and to help members obtain *information* directly from one another on various subjects related to 2-way communications monitoring. If you desire to converse, meet, or correspond with other members by telephone, letter, or cassette tape in a certain geographic area or with members who have similar listening interest, *this* is the perfect place for you to make known your interests. Remember — those who respond will do directly, so be sure to provide your phone number, the best time to be called, or your address. Write to:**

**Scott Mattson, 2820 Bridge Ave., Point Pleasant, NJ 08742**

INFO WANTED: This member seeks help in identifying skip signals received in August. The signals were received on 158.790 & 158.850 and were both repeaters and were used by the same large city police department. The female dispatcher used "200 & "500" series unit numbers..Any help would be greatly appreciated!
HOWARD ROSENBERG (MA-059) 8 Eisenhower Ave., Beverly, MA 01915 (8/11/85)

INFO WANTED: This member desires any information on the Bearcat 260. Such tips as ideas on how to make it perform better and how to find out of band frequencies. Will welcome any information regarding this scanner.
HARRY M. DUNN (CA/SB-062) P.O. Box 511, Big Bear Lake, CA 92315 (8/13/85)

INFO WANTED: This member is starting on his 2nd of 4 "All Aboard America Fare" tours. I would like frequencies used by Gray Line Sight Seeing in any and all US cities. Would also like the frequencies used by the railroad crew of Georgia Marble in Tate, Jasper, and Nelson Georgia; and Evans Railcar in Atlanta.
C. SCOTT TEXTOR (GA-005) 1185 S. Cobb Dr., #16A, Marietta, GA 30060 (8/18/85)

CONTACT WANTED: Would RCMA member Walt (NJ-043) please contact me by mail? The matter is very important.
KEVIN BATHRICK (NY-314) P.O. Box 38, Amenia, NY 12501 (8/18/85)

INFO WANTED: This member is seeking info on tuning a Bearcat 100. My unit is not working properly with poor sound and non-working squelch. Can someone out there give me instructions on what to do to get the radio in good working order?
DONALD FORD ELLICOTT (CA/SM-032) 220 Santa Inez Ave., San Bruno, CA 94066. (8/26/85)

INFO WANTED: This member is looking for frequencies used at Rancho Seco Nuclear Power facility located south of Sacramento, California.
NORMAN ALEXANDER (CA/SC-028) 7504 Crystal Blvd., Diamond Springs, CA 95619 - (209) 245-3436 after 5PM (8/31/85)

INFO WANTED: Member desires info pertaining to the new 800 MHz cellular telephone systems. Such info should include input/output spacing, input/output power (wattage), channel capability per cell.
LOUIS CAMPAGNA (PA-024) 7221 Rising Sun Ave., Suite 199, Philadelphia PA 19111 (9/1/85)

INFO WANTED: This member seeks the name of the company that produced a crystal controlled scanner in the 1970's that had square, multi-colored channel lights on it's front. Model would also be appreciated.
DENNIS RUDA (NY-057) 42 Harry L Dr., Johnson City, NY 13790 (607) 797-4394, call collect on weekends (7/1/85)

# FCC TOPICS

**George DuBois, Editor**

**FCC news and information of interest relating to two-way communications. Send comments and questions to:**
**George DuBois, 10048 NE Campaign, Portland, OR 97220**

The FCC has added the 902 to 928 mHz band to those bands available in the Amateur Radio Service. Use will be on a secondary basis to U.S. Government stations and ISM (Industrial, Scientific and Medical) users. Holders of a Technician or higher class may use the band, with a maximum power of 1500 watts PEP. It will not be available in the states of Colorado, Wyoming and the two state area surrounding the White Sands Missile Range in New Mexico. This is to protect U.S. Government operations in these areas (mainly radar). The band will also not be available in the U.S. possessions in the Pacific, since it is only available for Amateur use in this hemisphere. There had been talk of reallocating the band for land mobile use, such as the recently dismissed Personal Communications Radio Service, but it was concluded that such use of the band could cause

considerable interference to Government operations and would likewise receive interference from such systems, plus the myriad of other low power Part 15 and ISM users. Amateurs will be forced to accept most of this interference.

At the same time the Commission is removing the 420 to 430 mHz segment of the 440 mHz band for Amateur use within 70 miles of the Canadian border. This is the result of an agreement with Canada in which Canada will expand their use of the 406.1 to 420 mHz band for land mobile use. Amateur use may still be permitted on a waiver basis, but on a strict condition of non-interference to Canadian land mobile stations.

The Commission has issued a Report and Order detailing the technical standards for Digital Selective Calling (DSC) in the Maritime services. Long recognized as being needed for improvement of marine communications, the system is also essential in the Future Global Maritime Distress and Safety System to be implemented by the end of the decade. The exact date all equipment must conform to the DSC standards is not established yet, but coast and ship stations may install and use DSC equipment now at their option. Nine frequency pairs in the HF bands between 2 and 22 mHz are designated for general purpose Digital Selective Calling and six others for distress and safety selective calling. Users may also use DSC on any of the working frequencies if they desire, on the condition that no interference is caused to other stations. In the VHF marine band, channel 70 (156.525 mHz) is designated for both general purpose and distress and safety selective calling. A majority of the general purpose calls will no doubt be for Public Coast (marine telephone) stations. Unless or until the volume of traffic becomes great enough, only this single VHF channel will be allocated. Channel 70 had been an intership-only, non-commercial channel. If the volume of calling becomes great enough, a second DSC channel may be designated for general purpose calling, with ch. 70 available for distress and safety calling only. When the system is fully implemented, ships will need only maintain watch on ch. 70, although watch on ch. 16 will still be required in areas where the Coast Guard does not maintain watch. DSC will not be implemented in the 216 - 220 mHz AMTS band.

Part 90 was amended to allow relaxed frequency tolerance for portable seismic telemetry transmitters in the 72 - 76 mHz band in the Petroleum Radio Service. Low power mobile stations in this band must meet a .005% tolerance but fixed stations must maintain .0005% tolerance. Since this generally requires the use of a crystal oven, a larger battery or power supply is required. By allowing the less stringent tolerance for portable fixed telemetry transmitters, their size, weight and cost will be less.

More channels are now available for Private Carrier Paging (PCP) systems in the 929 - 930 mHz paging band. When the 40 channels in this band (929.0125 through 929.9875 mHz) were allocated for private paging use, 10 channels (929.7625 - 929.9875) were made available for PCP systems, businesses that license and build paging systems and lease use to persons eligible in any of the Private Radio Services. Since all but the largest companies need or can afford to build their own paging systems, the 30 "non-commercial" channels are so far going largely unused. Therefore the Commission is reallocating ten of these channels for PCP use. (These ten channels are not presently assigned anywhere in the country.) After January, 1987, users may select from either group of channels if there are no channels available in their own group.

The Commission has modified the processing procedures for applications for 800 mHz trunked systems. Preference will now be given to applicants seeking to expand fully loaded systems, over those of new applicants. This only applies to the original 200 channels released for trunked use in 1974. Different procedures apply to the 250 channels released for use in 1982. For these channels, applications are only accepted when frequencies are available. For the original channels, the Commission keeps waiting lists for each area. If a licensee fails to load his system within a certain time limit, some (or all) of his channels may be reclaimed and made available to other applicants.

Until now, no preference was made for licensees wishing additional channels to expand an existing system or for new applicants. By the time a licensee achieves 70% loading on his system and may apply for

additional channels, his name is usually at the bottom of the waiting list. Although this procedure allows equal access to potential applicants, it also defeats the purpose of trunking, since larger systems can accomodate proportionately more users. A licensee who has some of his channels taken back will have to wait six months before reapplying and receiving preference, instead of the one-year wait originally proposed.

Among recent proposals is one that would permit the aviation frequency 122.9 to be used by mobile stations and for the activation of runway lights at uncontrolled airports (those without a tower). The frequency 122.9 is a multicom frequency, but is also used at uncontrolled airports where no other frequency or facility is available (a part-time tower, flight service station, FBO, etc.). Activation of runway lights ( by on-off keying of the mike) is permitted on ATC and Unicom frequencies, but is not allowed by FCC rules on 122.9. Likewise, maintenance vehicles and the like are not permitted to use this frequency. This amendment would allow 122.9 to be used by ground stations and for runway light activation at airports where that frequency is so designated as the common advisory frequency (that is, in the absense of the designation of a unicom or air traffic control frequency).

This proposal also includes a provision to allow licensing of portable transceivers which are carried aboard an aircraft. Present procedures call for licensing of individual aircraft, but not transmitters that can be carried from one airplane to another. Applications for such licenses have increased in recent years with the availability of lower cost portable aircraft transceivers.

At the request of an Amateur radio club, the FCC is proposing to allow auxiliary operation in all the Amateur Radio bands. Auxiliary operation is use for control links between stations, remote control of other stations, etc. Such use is presently only permitted above 220.5 mHz. Many two-meter repeaters are connected by links in the 220 - 225 mHz band, for example. This amendment would allow such links in any Amateur band, except 431 - 433 and 435 - 438 mHz, which are allocated for Amateur-satellite use.

Another recent proposal would amend Part 15 to provide more liberal standards for low power unlicensed field disturbance sensors. At the request of Control Data Canada, Ltd., the Commission is proposing to allow use of the bands from 54 to 72 and 76 to 88 mHz (TV channels 2 - 6) for low power perimeter detection systems. These systems detect intrusion by sensing disturbances in a radiated RF field, such as from a buried radiating cable. The only present freqencies available below 902 mHz for such systems is at 40.66 - 40.70 mHz. CDC's system requires 2.5 mHz of bandwidth, though. This proposal will not specify standards for any one system, but only will require a maximum field strength of 10 uv/meter at 30 meters (the same as for RF radiation from home computers) and that operation be conducted on a vacant TV channel. In the interim, the Commission will grant a waiver to CDC and any other company wishing to market or use such systems.

# FEDERAL GOV'T and MILITARY

**Send all Federal Government and Military frequencies (including those of military aircraft), radio system details, and related questions to:**

**Dennis Biagioli, 607 W. Pleasant Ave. Villa Park, IL 60181**

**Sensitive frequencies will not be published. Coast Guard material must go to the VHF Marine editor.**

Happy Turkey Month to all. We have a lot to cover this month, so let's get at it!

First, a frequency contribution from a member who offers a rather unique service in an area that some of you may find quite interesting. The "Military Technical Manual Service" dealing with old and olsolete military electronics and schematics is a part-time pursuit of the member providing the following frequency listing.

SAM STOKES (CA-LA-563) sent the following for the MISTESTCEN, Pacific Missile Test center, California. It is located at Point Mugu, between Santa Barbara and Los Angeles. It is the Naval Air Station at Point Mugu where the President lands when he goes to "the ranch".

PACMISTESTCEN UNCLASSIFIED VOICE FREQUENCIES

| Desig | Frequency | Purpose |
|---|---|---|
| H73a | 3238.5 kHz (USB) | Range Operations & Coordination |
| H5A | 4736.5 (USB) | Down Range Operations |
| H88 | 5080 kHz (AM) | Range Clearance |
| H150A | 6747.5 kHz (USB) | Down Range Operations |
| H52A | 15078.5 kHz (USB) | Down Range Operations |
| H152 | 23228.5 kHz (USB) | Down Range Operations |
| U22 | 263.3 mHz | Project Operations |
| U37 | 263.8 | Range Clearance |
| U21 | 264.4 | Project Operations |
| U53 | 268.8 | Project Operations |
| U69 | 274.2 | Project Operations |
| U41 | 280.7 | Air Traffic Control |
| U65 | 301.8 | Project Operations |
| U57 | 305.0 | Air Combat Maneuvering (ACM) |
| U50 | 306.6 | Air Combat Maneuvering (ACM) |
| U33 | 312.2 | Project Operations |
| U34 | 324.8 | Range Coordination |
| U45 | 337.0 | Project Operations |
| U63 | 338.0 | Project Operations |
| U28 | 342.8 | Project Operations |
| -- | 353.3 | Air Traffic Control |
| U75 | 358.8 | Project Operations |
| U60 | 361.2 | Project Operations |
| U18 | 362.8 | Project Operations |
| U16 | 380.6 | Project Operations |
| U13 | 384.4 | Project Operations |

Thanks, Sam. If anyone is interested in hunting down military manuals, drop me a SASE and I'll send you Sam's address.

BILL FARMER (CA-VE-010) sent material to update his original comments regarding Channel Islands, California. For your reference, the original material appeared in the May '85 issue of this column.

CHANNEL ISLANDS NATIONAL PARK

Channel Islands has been upgraded from a National Monument to a National Park. Headquarters is located in Ventura, CA, not Oxnard as reported in the May column.

The Park comprises five islands, four of which are located quite close to each other off the Southern California coast. They are: San Miguel, Santa Rosa, Santa Cruz and Anacapa. The fifth, Santa Barbara Island, is located about forty miles southeast of Anacapa. Rangers are stationed on Anacapa, Santa Barbara and Santa Cruz Islands.

Radio operations are conducted on a repeater output frequency of 171.700 mHz. Headquarters identifies itself as KME-700. Other units are identified by three-digit numbers assigned to each individual (e.g., the San Miguel Island ranger is "183" and Santa Barbara Island's is "220").

At the 9:00 a.m. "Morning Report", headquarters leads off by announcing the latest schedules of the commercial boat operators which provide transportation to the islands. Included is the number of passengers expected on each boat. General announcements are then made, followed by a trivia question of the day. Each island ranger takes a turn trying to answer the trivia question and giving a detailed weather report. The rangers also report the numbers of visitors arriving by private pleasure craft each day. After the Morning Report concludes, rangers sometimes hold conversations with

individuals at headquarters. Subjects may range from wildlife research projects to ordering diesel fuel for heating the rangers' dwellings.

Occasional transmissions are heard throughout the remainder of the day. The commercial boats running to the islands carry radios and report their arrivals and departures to Park Headquarters. Rangers may call headquarters at any time with miscellaneous traffic.

JIM OTER (NY-152) sends along a nice list, beginning with his home state:

FORT DRUM, NY (U.S. ARMY)

| | |
|---|---|
| 38.00 | Military Police (unconfirmed) |
| 38.10 | Safety Division |
| 38.50 | Range Control |
| 41.10 | Medivac |
| 126.200 | Aircraft Control Tower |
| 158.700 | Medical Paging |
| 142.450 | Post Engineer |
| 139.050 | Military Police F-1 |
| 139.150 | Military Police F-2 |
| 163.075 | Post Engineer (unconfirmed) |
| 164.050 | Post Engineer (unconfirmed) |
| 38.91 | Fire Department |
| 38.85 | Provost Marshall |

GRIFFIN AIR FORCE BASE, NY

| | | | |
|---|---|---|---|
| 150.165 | Security | 163.4875 | Security Police |
| 163.4625 | Security Police | 173.5875 | Fire & Crash |

OTIS AIR FORCE BASE, MA

| | |
|---|---|
| 155.640 | Police Ch-3 |
| 155.520 | Police Ch-4 |
| 155.700 | Police Ch-2 |
| 155.565 | Police |
| 121.000 | Aircraft Control Tower |
| 121.600 | Aircraft Control Tower |
| 158.500 | Fire Department |

| | |
|---|---|
| 171.725 | Cape Cod Nat'l Seashore (R-out) |
| 148.475 | Hancock Field (Syracuse) NY, Air National Guard |

A member who wishes to remain anonymous will wind up the Thanksgiving Edition with a very well researched (long) list of frequencies of Illinois and Missouri.

| C | OUTPUT | INPUT | SERVICE | CALL | REMARKS |
|---|---|---|---|---|---|
| | 30.5000 | | MOANG | | ST. LOUIS ANG BASE |
| | 32.3000 | | USARMY | | GOLDEN KNIGHTS PARACHUTE TEAM |
| | 38.4500 | | NATGRD | | SPRINGFIELD REGIONAL NG OPS(SHOW ME ZULU) |
| | 38.6500 | | MOANG | | ST. LOUIS, JEFFERSON BARRACKS, MOBILE |
| | 38.6900 | | USACE | | ST. LOUIS |
| | 38.6900 | | USACE | | BATCHTOWN, IL |
| | 38.8900 | | USACE | | BATCHTOWN, IL |
| | 38.8900 | | USACE | WUG57 | LAKE SHELBYVILLE |
| | 38.8900 | | USACE | WUG21 | CAIRO, IL |
| | 38.8900 | | USACE | WUG5 | ST. LOUIS CHANNEL A BACKBONE ENTRY |
| | 38.8900 | 38.6900 | USACE | WUG5 | ST. LOUIS CHANNEL B VEHICULAR |
| | 38.9100 | | USACE | WUG5 | ST. LOUIS CHANNEL C BACKBONE ENTRY |
| | 38.9100 | 38.6900 | USACE | WUG5 | ST. LOUIS CHANNEL D SURVEY |
| | 38.9100 | | USACE | WUG211 | CAIRO, IL |
| | 38.9100 | | USACE | WUG57 | LAKE SHELBYVILLE |
| | 40.5500 | | NAVY | | ST. LOUIS, FLIGHT TEST |
| | 41.0000 | | USAF | | WHITEMAN AFB, ARMY NATIONAL GUARD OPS |
| | 45.3000 | | MOANG | | ST. LOUIS ANG BASE |
| | 46.6000 | | USARMY | | SCOTT AFB, ARMY OPERATIONS |
| | 46.7000 | | NATGRD | | JEFFERSON CITY |

| | | | | |
|---|---|---|---|---|
| 49.8000 | | NAIGRD | | JEFFERSON CITY |
| 135.5500 | 149.1750 | USAF | | SCOTT AFB NAT'L SAR CNTR AIS DOWN/UP CH1 |
| 135.5700 | 149.1950 | USAF | AIS3 | SCOTT AFB NAT'L SAR CNTR AIS DOWN/UP CH2 |
| 135.6000 | 149.2200 | USAF | AIS1 | SCOTT AFB NAT'L SAR CNTR AIS DOWN/UP CH3 |
| 135.6250 | 149.2450 | USAF | | SCOTT AFB NAT'L SAR CNTR AIS DOWN/UP CH4 |
| 135.6450 | 149.2650 | USAF | | SCOTT AFB NAT'L SAR CNTR AIS DOWN/UP CH5 |
| 138.0250 | | USARMY | | MISSOURI |
| 138.1750 | | USAF | | SCOTT AFB |
| 138.1750 | | USAF | | CHANUTE AFB |
| 138.2000 | | MOANG | | ST. LOUIS, JEFFERSON BARRACKS, AM |
| 138.2750 | | USAF | | CHANUTE AFB SECURITY |
| 138.3520 | | USAF | | CHANUTE AFB MEDICAL |
| 138.4250 | | USAF | | CHANUTE AFB SECURITY |
| 138.7400 | | MOANG | | ST. LOUIS ANG BASE |
| 138.8000 | | NAVY | | ST. LOUIS, FLIGHT TEST |
| 139.1000 | | USARMY | | MISSOURI, AM |
| 139.1250 | | USARMY | | MISSOURI, MOBILE |
| 139.1250 | | USARMY | | WELDON SPRING, MOBILE |
| 139.2500 | | USARMY | | MISSOURI, AM |
| 139.7250 | | MOANG | | ST. LOUIS, JEFFERSON BARRACKS, MOBILE |
| 139.8250 | | USAF | | CHANUTE AFB FIRE |
| 139.8500 | | USAF | | SCOTT AFB, ILS TEST, AM |
| 140.0750 | | NAVY | | ST. LOUIS |
| 140.6500 | | NAVY | | ST. LOUIS |
| 140.7750 | | NAVY | | ST. LOUIS ANG BASE |
| 141.3000 | | USARMY | | MISSOURI, AM |
| 141.4650 | | USARMY | | MISSOURI |
| 142.3250 | | USARMY | | MISSOURI |
| 142.4000 | | USARMY | | MISSOURI |
| 142.4500 | | USARMY | | MISSOURI |
| 142.9500 | | USARMY | | MISSOURI |
| 143.0250 | | USARMY | | MISSOURI |
| 143.0500 | | USARMY | | WELDON SPRING |
| 143.4500 | 142.1500 | AFMARS | ILX1 | SCOTT AFB |
| 143.4600 | 142.1550 | AFMARS | MOX2 | ST. LOUIS |
| 143.4600 | | AFMARS | ILX5 | CHANUTE AFB |
| 143.9500 | | USAF | | SCOTT AFB |
| 143.9900 | 148.0100 | ARMARS | | WASHINGTON, MO |
| 148.0500 | | USAF | | SCOTT AFB |
| 148.0750 | | MOANG | | ST. LOUIS ANG BASE FUELING |
| 148.1000 | | USAF | | CHANUTE AFB, NON-VOICE |
| 148.1500 | 143.9000 | CAP | KAF361 | ST. LOUIS |
| 148.2000 | | MOANG | | ST. LOUIS ANG BASE FIRE |
| 148.3750 | | NAVMARS | | ST. LOUIS |
| 148.4100 | | NAVY | | ST. LOUIS, LAMBERT FIELD |
| 148.4500 | | MOANG | | ST. LOUIS ANG BASE MUNITIONS & MAINT. |
| 148.4750 | | USAF | | SCOTT AFB COMMAND POST |
| 148.5000 | | MOANG | | ST. LOUIS ANG BASE AIRCRAFT MAINT. |
| 148.5250 | | USAF | | SCOTT AFB |
| 148.5450 | 150.3500 | USAF | | SCOTT AFB COMMAND POST |
| 148.6000 | | USARMY | | MISSOURI, AM |
| 148.7000 | | USARMY | | MISSOURI, AM |
| 148.8000 | | USARMY | | MISSOURI, AM |
| 148.9750 | | NAVY | | ST. LOUIS |
| 149.1500 | | MOANG | | ST. LOUIS ANG BASE CIVIL ENGINEERING |
| 149.1750 | | USAF | | CHANUTE AFB, AIR TRAINING COMMAND |
| 149.4750 | | USAF | | SCOTT AFB FLIGHT LINE SECURITY |
| 149.5350 | | USAF | | SCOTT AFB POLICE |
| 149.7000 | | USARMY | | MISSOURI, AM |
| 149.8000 | | USARMY | | MISSOURI, AM |
| 150.1250 | | NAVY | | ST. LOUIS, FLIGHT TEST |
| 150.1750 | | USAF | | SCOTT AFB, MOBILE |
| 150.2250 | | USAF | | CHANUTE AFB, AIR TRAINING COMMAND, MOBILE |
| 150.2750 | | USAF | | SCOTT AFB, MOBILE |
| 150.2850 | 148.0350 | USAF | | SCOTT AFB |
| 150.3500 | | USAF | | SCOTT AFB |
| 150.7750 | | USAF | | SCOTT AFB, MOBILE |
| 153.9500 | | MOANG | | ST. LOUIS ANG BASE [STL CITY FIRE GRND] |
| 154.0100 | | USARMY | AAF701 | ST. LOUIS [ST. LOUIS CITY FIRE MOBILE] |
| 157.0500 | | CG | NML21 | ST. LOUIS, CHANNEL 21 |
| 157.1000 | | CG | NML21 | ST. LOUIS, CHANNEL 22 |
| 157.1500 | | CG | NML23 | ST. LOUIS, CHANNEL 23 |

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|---|---|---|---|---|
| 158.8050 | | FAA | | ALTON |
| 162.4250 | | NWS | WXM69 | MARION, IL |
| 163.0000 | | MOANG | | ST. LOUIS, LAMBERT FIELD |
| 163.0375 | | USAF | | CHANUTE AFB |
| 163.3000 | | USAF | | ST. LOUIS |
| 163.3750 | | VA | KNA200 | ST. LOUIS JEFFERSON BARRACKS CEMETERY |
| 163.4125 | | USACE | WUG53 | KASKASKIA LOCK & DAM |
| 163.4125 | | USACE | WUG55 | REND LAKE |
| 163.4125 | | USACE | WUG56 | CAPE GIRARDEAU |
| 163.4125 | | USACE | WUG524 | LOCK & DAM 24, CLARKSVILLE |
| 163.4125 | | USACE | WUG525 | LOCK & DAM 25, WINFIELD |
| 163.4125 | | USACE | WUG526 | LOCK & DAM 26, ALTON |
| 163.4125 | | USACE | WUG527 | LOCK & DAM 27, EAST ST. LOUIS |
| 163.4125 | | USACE | WUG531 | MISSISSIPPI RIVER PROJECT OFFICE |
| 163.4125 | | USACE | WUG5182 | MOBERLY, MO |
| 163.4125 | | USACE | WUG5 | ST. LOUIS CHANNEL 1 TONE=103.5 Hz |
| 163.4125 | 164.1750 | USACE | WUG5 | ST. LOUIS CHANNEL 2, BACKBONE ENTRY |
| 163.4375 | | USACE | WUG5 | ST. LOUIS, MOBILE |
| 163.4375 | | USACE | WUG53 | KASKASKIA LOCK & DAM |
| 163.4375 | | USACE | WUG524 | LOCK & DAM 24, CLARKSVILLE |
| 163.4375 | | USACE | WUG525 | LOCK & DAM 25, WINFIELD |
| 163.4375 | | USACE | WUG526 | LOCK & DAM 26, ALTON |
| 163.4375 | | USACE | WUG527 | LOCK & DAM 27, GRANITE CITY |
| 163.4375 | | USACE | WUH531 | WELDON SPRING, REPEATER |
| 163.4625 | | USAF | | SCOTT AFB |
| 163.4625 | | MOANG | | ST. LOUIS ANG BASE, BASE OPERATIONS |
| 163.4875 | | USAF | | CHANUTE AFB |
| 163.4875 | | MOANG | | ST. LOUIS ANG BASE, FIELD SECURITY |
| 163.5125 | | USACE | WUG53 | KASKASKIA LOCK & DAM |
| 163.5125 | | USACE | WUG524 | LOCK & DAM 24, CLARKSVILLE |
| 163.5125 | | USACE | WUG525 | LOCK & DAM 25, WINFIELD |
| 163.5125 | | USACE | WUG526 | LOCK & DAM 26, ALTON |
| 163.5125 | | USACE | WUG527 | LOCK & DAM 27, GRANITE CITY |
| 163.5125 | | MOANG | | ST. LOUIS ANG BASE |
| 163.5375 | | USACE | WUG5 | ST. LOUIS CHANNEL 3 |
| 163.5375 | 164.2000 | USACE | WUG5 | ST. LOUIS CHANNEL 4, BACKBONE ENTRY |
| 163.5375 | | USACE | WUG54 | CARLYLE LAKE |
| 163.5375 | | USACE | WUG57 | LAKE SHELBYVILLE REPEATER |
| 163.5375 | | USACE | WUG58 | CLARENCE CANNON RESEVOIR |
| 163.5375 | | UASCE | WUG524 | CLARKSVILLE |
| 163.5375 | | USACE | WUG525 | WINFIELD |
| 163.5375 | | USACE | WUG526 | ALTON |
| 163.5375 | | USACE | WUG527 | EAST ST. LOUIS |
| 163.5375 | | USACE | WUG530 | LAND REPAIR UNIT, GRANITE CITY |
| 163.5375 | | USACE | WUG532 | ELSBERRY, MO |
| 163.5375 | | USACE | WUG5900 | MERAMEC PARK RESEVOIR OFFICE |
| 163.5375 | | USACE | | BATCHTOWN, IL |
| 163.5625 | | USAF | | SCOTT AFB |
| 163.5875 | | USAF | | SCOTT AFB GROUND TRANSPORTATION |
| 163.5875 | | USAF | | CHANUTE AFB, AIR TRAINING COMMAND |
| 163.5875 | | USAF | | ST. LOUIS |
| 164.1750 | | USACE | WUG524 | CLARKSVILLE |
| 164.1750 | | USACE | WUG525 | WINFIELD |
| 164.1750 | | USACE | WUG526 | LOCK AND DAM 26, ALTON |
| 164.1750 | | USACE | WUG527 | LOCK AND DAM 27, EAST ST. LOUIS |
| 164.1750 | | USACE | WUG530 | GRANITE CITY, LAND REPAIR UNIT |
| 164.1750 | | USACE | WUG532 | ELLSBERRY |
| 164.2000 | | USACE | WUG53 | KASKASKIA, IL |
| 164.2000 | | USACE | WUG526 | LOCK AND DAM 26, ALTON |
| 164.2000 | | USACE | | LOCK AND DAM 27, EAST ST. LOUIS |
| 164.2500 | | DOE | KA8271 | ST. LOUIS |
| 164.4500 | | EPA | | MISSOURI |
| 164.5000 | | VA | KLM535 | ST. LOUIS COCHRAN HOSPITAL PAGING |
| 164.5250 | | VA | | ST. LOUIS COCHRAN HOSPITAL PAGING |
| 164.7000 | | USPS | KFA906 | ST. LOUIS, TRUCKS |
| 164.9875 | | USAF | | SCOTT AFB |
| 164.9875 | | EPA | | ST. CHARLES |
| 165.0125 | | USAF | | SCOTT AFB |
| 165.0375 | | USAF | | CHANUTE AFB, AIR TRAINING COMMAND |
| 165.0875 | | USARMY | AAF250 | GRANITE CITY ARMY DEPOT |
| 165.1125 | | USAF | | SCOTT AFB, DUAL WITH 165.1375 |
| 165.1375 | | USAF | | SCOTT AFB, DUAL WITH 165.1125 |

| | | | | |
|---|---|---|---|---|
| 165.1375 | | USAF | | CHANUTE AFB, AIR TRAINING COMMNAD |
| 165.1625 | | USAF | | SCOTT AFB |
| 165.1625 | | USARMY | AAF740 | ST. LOUIS |
| 165.1875 | | USAF | | SCOTT AFB FLT LINE TAXI,DUAL W/165.1375 |
| 165.2625 | | CG | | ST. LOUIS, MOBILE |
| 165.3125 | | USAF | | SCOTT AFB, CIVIL ENGINEERING |
| 165.4125 | | EPA | | MISSOURI |
| 165.6125 | | USARMY | | GRANITE CITY, MOBILE |
| 165.7625 | | FAA | | ST. LOUIS, NON-VOICE |
| 166.1750 | | FAA | | ST. LOUIS |
| 166.1750 | | FAA | | CHESTERFIELD |
| 166.2250 | | USPS | KQK881 | ST. LOUIS |
| 166.2500 | | USAF | | ST. LOUIS |
| 167.8750 | | DOE | KKE649 | ST. LOUIS |
| 168.0000 | | VA | KAZ396 | ST. LOUIS, HOSPITAL SECURITY |
| 168.3500 | | USPARK | KD3897 | ST. LOUIS, ARCH, MOBILE |
| 168.4500 | | DOE | KA8271 | ST. LOUIS, MOBILE |
| 168.5250 | | VA | KLM535 | ST. LOUIS, COCHRAN HOSP. SECURITY |
| 168.5250 | | VA | KAZ2596 | ST. LOUIS, JEFFERSON BARRACKS HOSP |
| 169.3750 | | FAA | | ST. LOUIS, NON-VOICE |
| 169.4500 | | USACE | WUG590 | CARLYLE, IL, NON-VOICE |
| 169.5000 | | USACE | WUG540 | SHELBYVILLE, IL, NON-VOICE |
| 169.6000 | | USPS | KQK880 | ST. LOUIS |
| 170.1750 | | USPS | KQK883 | ST. LOUIS |
| 170.8750 | | USPRIS | | MARION, IL, MOBILE |
| 170.9250 | | USPRIS | | MARION, IL, MOBILE |
| 171.6250 | 168.3500 | USPARK | KFB775 | ST. LOUIS, ARCH |
| 171.6250 | | USPARK | | OZARK NATIONAL SCENIC RIVERWAYS |
| 171.7500 | | INT | KOC636 | BATCHTOWN, IL, REPEATER |
| 171.7500 | | INT | KOC697 | BRUSSELS, IL |
| 172.1250 | | FAA | | ST. LOUIS |
| 172.1500 | | FAA | | CHESTERFIELD |
| 172.1750 | | FAA | | EAST. ST. LOUIS, NON-VOICE |
| 172.1750 | | FAA | | ST. LOUIS, NON-VOICE |
| 172.1750 | | FAA | | CHESTERFIELD, NON-VOICE |
| 172.4500 | | INT | KOC697 | BRUSSELS, IL |
| 172.4750 | | INT | KFB774 | ST. LOUIS, 5 WATTS |
| 172.6250 | | DOE | KA8820 | MISSOURI, MOBILE |
| 172.7750 | | DOE | | MISSURI, BASES |
| 172.8250 | | USAF | | CHANUTE AFB, FIRE CRASH |
| 172.9250 | | FAA | | ST. LOUIS, REPEATER |
| 172.9500 | | FAA | | CHESTERFIELD |
| 173.4125 | | USARMY | AAF256 | GRANITE CITY ARMY DEPOT |
| 173.4375 | | USAF | | CHANUTE AFB, AIR TRAINING COMMAND |
| 173.4375 | 165.0125 | USAF | | SCOTT AFB COMMAND POST |
| 173.4625 | | USARMY | AAF700 | ST. LOUIS ARMY AMMO PLANT |
| 173.5375 | | USAF | | CHANUTE AFB, DUAL WITH 172.8250 |
| 173.5375 | | USAF | | SCOTT AFB MEDICAL-TRAUMA |
| 173.5625 | | USAF | | SCOTT AFB DISASTER-CRASH |
| 173.5875 | | USAF | | SCOTT AFB MEDICAL PAGING DUAL W/173.5625 |
| 173.8375 | | USARMY | | GRANITE CITY ARMY DEPOT, SECURITY-FIRE |
| 173.8375 | | USARMY | | GRANITE CITY DEPOT, PAIRED WITH 173.4125 |
| 406.9375 | | USACE | | SUMMERFIELD, IL, BACKBONE LINK |
| 406.9375 | | USACE | WUG55 | REND LAKE, BACKBONE LINK |
| 407.2375 | | USACE | | SUMMERFIELD, IL, BACKBONE LINK |
| 407.3750 | | USAF | | SCOTT AFB, MOBILE |
| 407.5625 | | USACE | | SHELBYVILLE IL, BACKBONE LINK |
| 407.5625 | | USACE | WUG5 | ST. LOUIS, BACKBONE LINK |
| 408.0250 | | LABOR | | ST. LOUIS |
| 408.5250 | | USPARK | | OZARK NATIONAL SCENIC WATERWAYS REPEATER |
| 409.4500 | | FAA | | ST. LOUIS |
| 410.0250 | | EPA | | ST. LOUIS, PORTABLE |
| 410.2000 | 406.3750 | USPS | KQK986 | ST. LOUIS, SECURITY-PAGING |
| 410.3000 | | FAA | | ST. LOUIS |
| 410.5125 | | MOANG | | ST. LOUIS ANG BASE |
| 412.8375 | | USACE | | BATCHTOWN, IL, BACKBONE LINK |
| 412.9250 | | USACE | | ST. LOUIS, PORTABLE |
| 412.9750 | | USACE | | ST. LOUIS, PORTABLE |
| 413.0000 | | USAF | | SCOTT AFB |
| 413.0500 | | USAF | | SCOTT AFB |
| 413.1250 | | USAF | | SCOTT AFB COMMAND POST |
| 413.1500 | | USAF | | SCOTT AFB, MOBILE |

| | | | | |
|---|---|---|---|---|
| 413.2000 | | USAF | | SCOTT AFB, MOBILE |
| 413.3000 | | USAF | | SCOTT AFB, MOBILE |
| 413.4750 | | USACE | | ST. LOUIS, PORTABLE |
| 413.5250 | | USACE | | ST. LOUIS, PORTABLE |
| 413.5625 | | USACE | | CARLYLE, IL |
| 413.5625 | | USACE | | BATCHTOWN, IL, BACKBONE LINK |
| 413.8750 | | GSA | KPA765 | ST. LOUIS |
| 413.8750 | | GSA | KPA766 | ST. LOUIS |
| 413.8750 | | GSA | KPA767 | ST. LOUIS |
| 415.2000 | 413.9500 | GSA | KPA762 | ST. LOUIS |
| 415.2000 | 413.9500 | GSA | KPA769 | ST. LOUIS |
| 415.2000 | 413.9500 | GSA | KPA770 | ST. LOUIS |
| 415.2000 | | GSA | KPA714 | EAST ST. LOUIS |
| 415.3000 | | AG | KME31 | ST. LOUIS, REPEATER |
| 415.4500 | | EPA | | ST. LOUIS, PORTABLE |
| 417.2000 | | GSA | KPA770 | ST. LOUIS |
| 418.3000 | 416.7750 | USPS | | ST. LOUIS |

24 APRIL 198[illegible]

ABBREVIATIONS

| | | |
|---|---|---|
| AAF | - | Army Air Field |
| AFB | - | Air Force Base |
| AFMARS | - | Air Force Military Affiliate Radio Service |
| AFRES | - | U.S Air Force Reserve |
| AG | - | U.S. Department of Agriculture |
| AM | - | Amplitude Modulation |
| ANG | - | Air National Guard |
| APP/DEP | - | Approach/Departure Control |
| ARMARS | - | Army Military Affiliate Radio Service |
| ATIS | - | Automatic Terminal Information Service |
| ATS | - | Advanced Technology Satellite |
| ATS1 | - | Advanced Technology Satellite No. 1 |
| ATS3 | - | Advanced Technology Satellite No. 3 |
| BIX | - | Keesler AFB, Biloxi, MS |
| BLV | - | Scott AFB, Belleville, IL |
| CAP | - | Civil Air Patrol |
| CG | - | U.S. Coast Guard |
| CNTR | - | Center |
| [d] | - | Discrete (Enroute Chart) Frequency(ies) |
| DEL | - | Delivery |
| DOE | - | Department of Energy |
| EPA | - | Environmental Protection Agency |
| FAA | - | Federal Aviation Adminstration |
| GSA | - | General Services Adminstration |
| IFR | - | Instrument Flight Rules |
| ILS | - | Instrument Landing System |
| INT | - | Department of the Interior |
| KC | - | Kansas City |
| MOANG | - | Missouri Air National Guard |
| NATGRD | - | Army National Guard |
| NAVMARS | - | Navy Military Affiliate Radio Service |
| NG | - | National Guard |
| NWS | - | National Weather Service |
| SAC | - | Strategic Air Command |
| SAR | - | Search and Rescue |
| SKF | - | Kelly AFB, San Antonio, TX |
| TAC | - | Tactical Air Command |
| TFG | - | Tactical Fighter Group |
| TFS | - | Tactical Fighter Support |
| USACE | - | U.S. Army Corps of Engineers |
| USAF | - | U.S. Air Force |
| USARMY | - | U.S. Army |
| USPARK | - | U.S. Park Service |
| USPRIS | - | U.S. Bureau of Prisons |
| USPS | - | U.S. Postal Service |
| VA | - | Veterans Administration |
| VFR | - | Visual Flight Rules |

Our thanks to those members who made this month's column possible. Hope you all have an excellent Thanksgiving. See you next month....

73-

Denny

GOVERNMENT RADIO SYSTEMS
CALIFORNIA SECOND EDITION

PUBLIC SAFETY REFERENCE DIRECTORY
Police Fire Medical Local Govt
52 Counties State Federal
SWAT HAZMAT SP Interest systems

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An unforgettable gift

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San Jose CA 95125

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PAID ADVERTISEMENT

# INTERNATIONAL

This column is for reporting two-way communications frequencies above 30 MHz, radio system details, monitoring experiences, and any other information relating to monitoring in countries other than the United States and Canada. Send to:

**Rickey Stein, 456 Barrymore Place, North Brunswick, NJ 08902**

Before I get back to where I left off last month, let me first start off with an apology to those members who have written or sent in material, and to whom I have not yet responded. I have been involved in some business transactions which have taken up the majority of my free time for the past 12 months. These are just about concluded and I hope to be able to get in touch with each of you within a very short time.

Now for the good news. I have spent most of my free time for the past two months or so working on putting all of the frequency information sent to me into a workable computer data base. After a long examination of what was available and what I could afford, I have opted to use a system called Profiler. I am using a Franklin computer (Apple compatable) and this system seems to be working very well. I had tried dBase II but found that there were some problems.

I have been working on the lists for the United Kingdom, Republic of Ireland and Mexico. All of the information contained in the lists either will have been published in this column or will be during the next 12 months. All of the information contained is from RCMA members who have spent many hours to make numerous notations. Let me give you an idea of what we have available to date.

In the file containing the info for the Republic of Ireland, there are more than 500 individual listings, all of which have been provided by our Irish members. The U.K. list has about 300 notations in addition to several pages of notes and comments. Most of these have come from an RCMA member by way of a friend living in the U.K. We also have numerous listings by RCMA visitors. Some of these have been published here in the August Newsletter. The real prize, however, for frequencies in this hemisphere is our list of Mexican stations. This is a compilation of 5 RCMA members and covers some 600 listings stretching over 14 pages plus an additional 4-5 pages of notes and comments. These are all current, active listings and I believe that it is the most comprehensive listing of Mexican frequencies north of the SCT in Mexico City.

Now, before you all sit down and request any of these lists, I need some help. I am still working on each of these lists, to get all of the balance of the information into them, to get the lists proofed and to coordinate the comments with the lists. I need some additional information which perhaps, some of you can provide. First- does Police Call/Southern California edition still list frequencies for Baja California. My last issue is dated 1978 and is now somewhat dated. Second- can anyone provide me with frequencies for any airport in Mexico. This is something that is missing from our lists- commercial air frequencies. Is there such a thing as an 'Airport Facility Directory' for Mexico-similar to that which NOAA-NOS publishes here in the U.S.? I know that information is available-I saw several sheets for Acapulco on our last trip there in 1978-but the pilot wouldn't part with them.

As these lists are completed, I will be sending a copy to each of the members who contributed to the list. After that, any list will be available to any RCMA member for postage plus a copying charge. I will keep you advised as to the progress of these lists.

••••••••

MARTINIQUE

| | |
|---|---|
| 130.700 Fort de France | FA 63A |
| 130.800 Fort de France | FA 63A |
| 131.500 Fort de France | FA 63A |
| 131.700 Fort de France | FA 63A |
| 131.900 Fort de France | FA 63A |
| 157.300 Morne Bigot | MS 16F3 |
| 406.500 Les Troisilets | FX 600F9 (to Lamentin Aero) |
| 408.350 Pnt des Grives | FX 500F9 (to Morne Bigot) |
| 412.350 Pnt des Grives | FX 500F9 (to Morne Bigot) |
| 416.300 Lamentin Aero | FX 600F9 (to Les Troisilets) |
| 417.650 Morne Bigot | FX 500F9 (to Pnt des Grives) |
| 421.650 Morne Bigot | FX 500F9 (to Pnt des Grives) |
| 466.300 Lamentin Aero | FX 600F9 (to Les Troisilets) |
| 161.900 Morne Bigot | MS 16F3 |
| 459.500 Vert Pre Sud | FX 600F9 (to Pnt des Grives) |

••••••••

TURKS & CAICOS ISLANDS (BRITISH)

| | |
|---|---|
| 157.500 FX 16F3 | 166.900 FX 16F3 |
| 157.600 FX 16F3 | 167.000 FX 16F3 |
| 157.700 FX 16F3 | 167.100 FX 16F3 |
| 157.900 FX 16F3 | 167.300 FX 16F3 |
| 158.000 FX 16F3 | 167.400 FX 16F3 |

••••••••

GUADELOUPE

| | |
|---|---|
| 119.200 St. Martin | FA 6A3 |
| 130.800 Pointe-à- Pitre | FA 6A3 |
| 131.200 St. Barthelemy | FA 6A3 |
| 131.500 Pointe-à-Pitre | |

••••••••

BELIZE

| | |
|---|---|
| 150.300 Tower Hill to Belize City | FX 18OF9 |
| 155.000 Caye Chapel to Belize City | FX 36F3 |
| 160.000 Int'l Airport to Cattouse | FX 35OI9 |
| 166.000 Cattouse to Int'l Airport | FX 35OI9 |
| 171.000 Belize City to Tower Hill | FX 18OI9 |

••••••••

DOMINICA

| | |
|---|---|
| 148.520 Georges Hill (to Dominica) | FX 11F3 |
| 151.000 Georges Hill (to Dominica) | FX 11F3 |
| 153.000 Georges Hill (to Dominica) | FX 11F3 |
| 408.000 Petit Monier (to Dominica) | FX 1000FX |
| 452.000 Petit Monier (to Dominica) | FX 1000FX |

••••••••

Help Wanted: does anyone have frequencies for Dobbins AFB near Marietta GA?

••••••••

Next month- more frequencies including Cuban VHF HF and UHF Aero Frequencies. AND-a complete index of ALL International columns since the beginning. Please keep your information coming in so that we can continue to expand RCMA's International Data Base. We are still missing information for Cozumel, MEX. Doesn't anyone out there have any frequencies? Till next month....

73's - pete

# photo department

**Send photographs of custom monitor listening posts, unusual or extensive monitor or two-way antenna systems, user station consoles (PD, Fire, Paramedics, etc.) or other monitor/two-way related equipment of interest. Photographs must be 3 X 5 inches or larger, black-and-white with good contrast, sharply focused and attractively composed. Each photo must be accompanied by details and explanations of equipment. Photos will not be returned. If you have questions, write first and please include an SASE. Send photos or write to:**

**Hugh Stegman, 11622 Exposition Blvd., #2, Los Angeles, CA 90064**

Your user-friendly Photo Department welcomes everyone to its November column... must say it feels like fall in sunny (?) tinseltown... rain in September here is as rare as a TV star with a small ego, but that's what it's doing here, third day straight. Temperature down 35 degrees in two days... kinda fun. CHP radios melting down, as everyone has forgotten how to drive in the stuff.

We'll be seeing how they do 2-way radio in some other countries for a while, thanks to some outstanding contributions from members in various neat places. Let's do it...

**********

CP RAIL EMERGENCY RESPONSE UNIT

**********

This big GMC van, and the equipment inside, were photographed by Gilles Thibodeau (CAN-101), who is no stranger to these pages. The vehicle is on standby 24 hours a day, in case of derailments or any other accidents involving hazardous materials or toxic waste. As we know, this is no small problem these days!

This van can also be driven along the railroad tracks. Note the retracting flange wheels just behind the front bumper. Personnel are two teams of three members, who are activated over pagers while at their regular company jobs. The whole team is new this year.

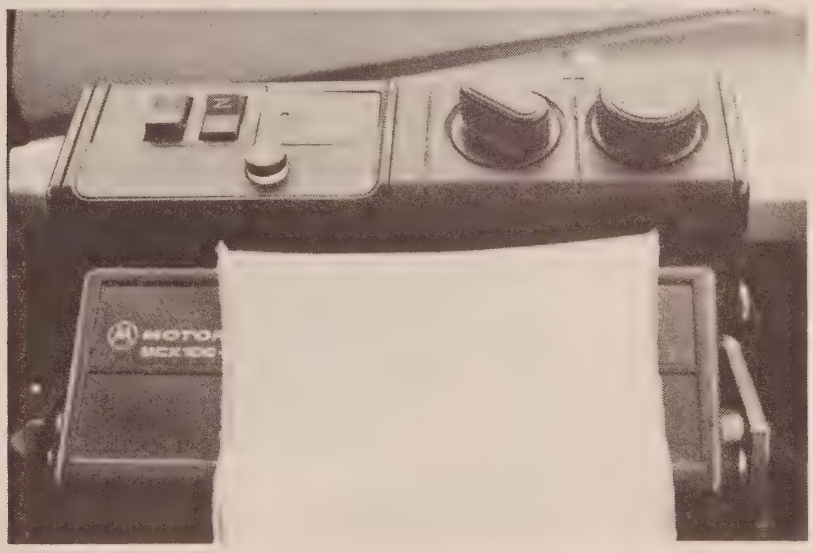
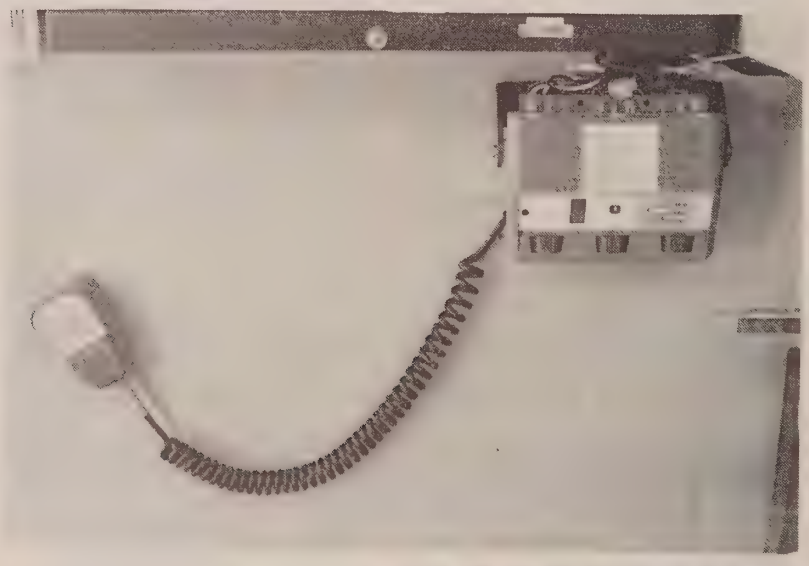
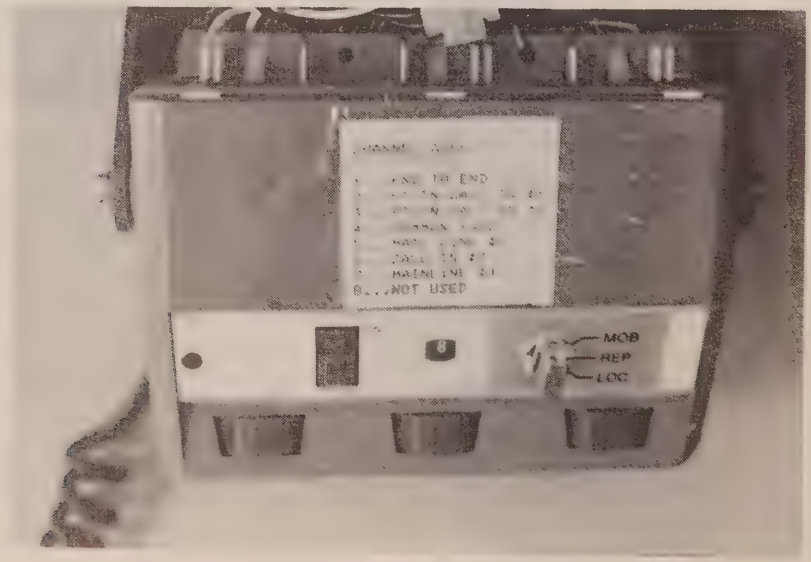


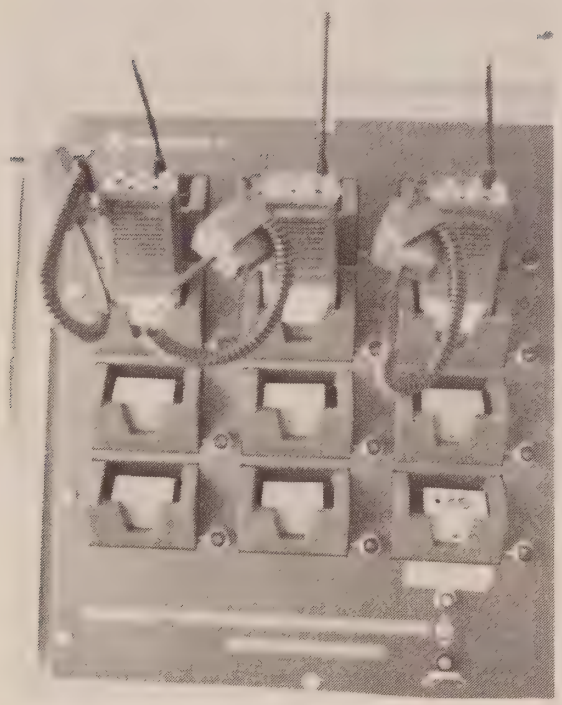
Photo #2 shows the VHF radio used with the mobile phone in the front seat. This synthesized Motorola unit has 29 channels; 1 through 13 are mobile telephone channels YP to JW, and 14 to 29 are frequencies used by CP Rail.

Photo #3 is of an equipment bay, with mobile UHF and VHF repeaters, and what looks like a power supply (?) above.

Next two shots are of an 8-channel G.E. control head inside the van. Gilles says this is used with the mobile repeater. After this, we see the Motorola hand-helds and extra batteries, in the big charger.







Gilles sent some more photos we'll get to next month. He gets a big Photo Department thank you!

The last picture shows a radio inside a locomotive cab, in an engine used by VIA RAIL CANADA. Eleven channels are used. 1 through 5 are Canadian National Railway, and most of the rest are Canadian Pacific. It looks like the two groups are quickly switchable with the toggle on top. I would assume that a phone headset fits in the cradle.

## IT'S TECH TIME

Notice that several of these photos have lists of channels showing. This seems like a good way to slip into some info that Alan (MD-069) wanted to see in the column. I promptly got to wondering how many other would-be contributors have tried to get photos of these small freq lists that always seem to occupy dark, cramped spots under car dashboards, in aircraft cabins, or in subterranean comm centers. As Alan notes, this can be a quick, unobtrusive way to fill out those personal freq or callsign files, provided some common sense is used. I do this all the time.

Well, you are way ahead if you use a single-lens reflex camera. The SLR replaced smaller, quieter rangefinder models among working pros for only one reason - it turns close-up photography, like photos of radios and freq lists, into a snap. Also, lenses can be changed quickly, which means the RCMAniac can slap on the wide-angle inside that mobile CP, and go right on shooting those 30 neat Motorola control heads all scanning away. Alan said he may get a Pentax K 1000, which is of this type.

All of these cameras have 45 or 50mm lenses, which can get you to within 1.5 feet. This is close enough to fill the whole frame with a sheet 5 inches across.

The thing to keep in mind is that you have left your depth of field at home. Focus right on the letters, get them as sharp as possible, then do it again to make sure. Most people get blurry close-ups due to mis-focusing. Shutter speed is a close second cause, as at this distance you have also turned every little twitch into an earthquake. Thus I would use at least 1/60 second, or maybe 1/30 under extreme desperation. This is especially true when all scrunched up inside a car or Bell Jet Ranger.

Alan asks what is the best f/ stop. Alan, pros know that the typical 50mm lens is sharpest around f/8 or f/11, but good luck getting this stop in most of the areas where the radios are. Actually, I would lock the camera into its shutter-preferred mode, and let its meter pick the stop, which always seems to be wide open. There goes even more of your depth of field. Be sure to also shoot pictures one stop up and down from what the meter says... we just can't trust these darn gadgets.

No, I would not bother to use flash. The average strobe is way too bright at these distances, and will not illuminate a flat area without a horrendous hot spot in the middle, where the one freq you don't know is. Flashbulbs are even worse.

It's much better to start out with a fast, sharp, black & white film stock like Tri-X. Its ASA (more properly, ISO) of 400 is what I would consider a minimum for this kind of photography. In fact, comm rooms with a lot of CRT's seem to be getting darker, and here I often shoot the Tri-X at ASA 800. Most cities have a lab where you can ask for a "one stop push." For about a buck more, they'll develop your roll longer to make up for this mild underexposure, and at 1/60 your meter won't always be telling you to give up. By the way, if your meter does say this, try 1/30 and try one at 1/60 anyway. This lets both you and the camera remember who's really in charge, and also usually gives a decent print anyway, given the wide Tri-X latitude.

Alan also asked how to get good shots of TV monitors. Here you do use 1/30 second, as TV is blurry anyway, and it takes this long for the electron beam(s) to scan the whole screen. Focus on the middle of the screen until the scan lines look sharp, and use the meter for an average exposure. Watch out for reflections; sometimes you can block these with your own shadow. CRT text displays are less critical for exposure, and whatever the rest of the room reads seems to be fine for these too. Also, the phosphors seem to have a longer persistence, so higher shutter speeds don't mess up the picture as much.

Do try black & white... it is sharper, cheaper, and a whole different way of seeing. Perhaps you tried it outdoors once, and were disappointed when everything came out mushy grey. Well, we're shooting radio gear now, and you'll love its high-tech look. Furthermore, the stuff outdoors comes out great if you use a yellow or red filter.

When you get some great shots, send 'em in... See you next month, as we go to Finland.

# MARKETPLACE

**Gary M. Darcy, Editor**

**Members may advertise, free of charge, items wanted, items for sale, items for trade that are associated with the hobby of monitor/utility radio listening. No dealer ads will be accepted for this column. RCMA assumes no responsibility for the outcome of any transactions between members resulting from ads printed in this column. Send to:**

**RCMA MARKETPLACE, c/o Gary M. Darcy, P.O. Box 1329, Palmdale, CA 93550**

**Please be sure to include your membership number.**

**All Marketplace ads will be accepted ONLY on special forms available from this column's editor. Send a self-addressed STAMPED envelope (business size) to the address above to receive a supply of forms. Foreign members do not need to include postage on envelopes they send.**

NO COLUMN THIS MONTH

# PUBLIC SAFETY

**This column is for reporting Public Safety and Special Emergency frequency information, radio system details, radio codes, dispatch areas, unit numbering systems, etc. for poilice, sheriff, fire, forestry (except USFS), fish and game, highway patrol, state police, prisons, prisoner work camps, local government, highway & street maintenance, port authority/bridge maintenance, animal control, ambulances, paramedics, hospitals, life guards, ski patrol, search & rescue, flood control, civil defense and disaster organizations. Input and questions for this column must be sent to the proper regional Public Safety editor listed below.**

**Associated Public-Safety Communications Officers, Inc.**

### OFFICIAL TEN SIGNAL LIST

**APCO states the numbering, sequence, words or word phrasing of the below listed signals may no be altered, nor may the reserved signals be otherwise implemented except by APCO. Any user may employ signal numbers upward, beginning with 10-40, as needed for local dispatching. RCMA publishes this listing in support of APCO and their uniform dispatch code efforts. We will print other dispatch codes, different from the OFFICIAL APCO listing, only to assist our membership in their continued monitoring hobby. It is hoped you find this listing useful.**

| | | | |
|---|---|---|---|
| 10-1 | Signal weak | 10-19 | (In) contact |
| 10-2 | Signal good | 10-20 | Location |
| 10-3 | Stop transmitting | 10-21 | Call ( ) by phone |
| 10-4 | Affirmative (OK) | 10-22 | Disregard |
| 10-5 | Relay (to) | 10-23 | Arrived at scene |
| 10-6 | Busy | 10-24 | Assignment completed |
| 10-7 | Out of service | 10-25 | Report to (Meet) |
| 10-8 | In service | 10-26 | Estimated time of arrival |
| 10-9 | Say again | 10-27 | License/Permit Information |
| 10-10 | Negative | 10-28 | Ownership Information |
| 10-11 | ( ) on duty | 10-29 | Records check |
| 10-12 | Stand by (stop) | 10-30 | Danger/Caution |
| 10-13 | Existing conditions | 10-31 | Pick up |
| 10-14 | Message/Information | 10-32 | ( ) units needed (Specify) |
| 10-15 | Message delivered | 10-33 | Help me quick |
| 10-16 | Reply to message | 10-34 | Time |
| 10-17 | Enroute | 10-35 through 10-39 are reserved for future assignment by APCO. User option 10-40 upward. | |
| 10-18 | Urgent | | |

TO READERS OF THE PUBLIC SAFETY - SOUTH CENTRAL AND PUBLIC SAFETY - CALIFORNIA COLUMNS:

The October issue copy for both these columns was misplaced by the Post Office and then located several weeks later. Regrets are tendered all the way around and both months of each column are printed below.

## R.C.M.A. SOUTH CENTRAL

POST OFFICE BOX 5053
AUSTIN, TEXAS 78763-5053

**Send Public Safety and Special Emergency frequencies, radio system details, and questions for Alabama, Arkansas, Louisiana, Mississippi, Tennessee, Oklahoma, and Texas to the above address.**

Greetings and welcome to the October 85 Newsletter. It seems like I just put Sept. in the mailbox and here it's time to get another one off... This month features a list that comes from the Dallas/Ft. Worth area. It's been a while since we last had a listing from this area, but with the list and updates we've been getting from Brad [OH-138] and the members he knows in the D/FW area we can update the last list from Dec. 83.

But before our feature, a little about the Texas RCMA Convention held "a few month ago" [Ed. note- actually last week but with our deadlines, you can see how far in advance we have to write the column; so if you send something in and it **seems**

like we take forever to print- please remembers we have to send these in about 2 month in ahead of the cover date...] Once again a good number of members made it. Kabeen in the process of moving so my notes and list of those that made it are still packed in a box that I haven't gotten to yet. But the faces and names I do remember being there were, Dave [TX-032], Robert [TX-...], Phil [TX-...], Brad [OH-138], John Clark [CA-..-...], Marvin [TX-002] and several others whose names slip my mind right now. We did miss a few faces- Ken [TX-002], Gary [TX-094] and Mike [TX-081] to name a few. There was a lot of list and info being shared and passed around. In fact this is where I got the list from Brad [OH-138] for this month feature. Special thanks go out to Ed [TX-045] for planning this years convention and carrying on a growing tradition for the South Central members. I look forward to seeing all those who did attend and hope those that did'nt make it this year to the **1986 Texas RCMA Convention** to be held in... ,well more on that later. I need to get with Ken and others on this- At present we're looking at either Dallas/Ft. Worth area or going back to Austin for next years- I welcome any input from everyone out there to help in this if you have any suggestions.

And in other news... Mail box is on the light side, but with this being the end of vacation season [as I write this the first week of Aug.], I look forward to getting any listing reports you may have while on the road this summer.

Well that being all the news I have for right now on to this month feature:

## Dallas/Fort Worth Area Frequency List

Part I

compiled by Brad [OH-138]

[Editors note: due to the lenght of the list- only Dallas/Fort Worth cities proper will be in this list. Next month will feature those the area surrounding these two cities]

City of Dallas:

| | | | |
|---|---|---|---|
| 460.325 | KKB 364 | PP | PD Ch 1 Downtown |
| 460.375 | KKB 364 | PP | PD Ch 2 Northeast |
| 460.500 | KKB 364 | PP | PD Ch 3 Southeast |
| 460.425 | KKB 364 | PP | PD Ch 4 Southwest/Oak Cliff |
| 460.075 | KKB 364 | PP | PD Ch 5 Northwest Patrol |
| 460.175 | KKB 364 | PP | PD Ch 6 Traffic |
| 460.275 | KKB 364 | PP | PD Ch 7 Info & City-wide |
| 460.125 | KKB 364 | PP | PD Ch 8 Tactical |
| 460.025 | KKB 364 | PP | PD Ch 9 Administrative |
| 460.225 | KKB 364 | PP | PD Ch 10 Car to Car |
| 460.475 | KKB 365 | PP | PD Ch 11 Investigators |
| 154.965 | KYT 256* | PF | Love Field Security |
| 154.130 | KKT 220 | PF | Fire Dept. Ch 2 MICU Dispatch |
| 153.890 | KKT 220 | PF | Fire Dept. Ch 3 Dispatch |
| 154.160 | KKT 220 | PF | Fire Dept. Ch - Fireground |
| 154.415 | KKT 220 | PF | Fire Dept. Pagers |
| 46.140 | | PL | Water Dept. Ch 0 |
| 47.800 | KLR 486 | IW | Dallas Power & Light Ch. |
| 48.100 | KJY 340 | IW | Dallas Power & Light Ch. |
| 48.160 | WRO 210 | IW | Dallas Power & Light Ch. |
| 48.360 | KBC 864* | IW | Dallas Power & Light Ch. |
| 451.075 | KKO 224 | IW | Dallas Water Dept. |
| 451.125 | KKO 224 | IW | Dallas Water Dept. |
| 451.150 | KKO 224 | IW | Dallas Water Dept. |
| 451.200 | KKO 224 | IW | Dallas Water Dept. |
| 451.225 | KNHB 762 | IW | DPL |
| 153.845 | KUY 416* | PL | Pagers- |
| 155.190 | | PL | Pagers |
| 155.025 | KTH 610 | PL | Civil Defense |

| | | | |
|---|---|---|---|
| 156.045 | KLY 818 | PH | Light and signal repair |
| 156.045 | | PL | Street Dept |
| 453.850 | KVJ 288 | PL | Street Dept. Ch 1 |
| 453.700 | KNGH 291* | PL | Street Dept. Ch 2 |
| 159.465 | KNBM 208 | PO | Parks Dept. |
| 453.425 | WQN 833 | PL | Equipment Services |
| 453.550 | WQN 832 | PL | various agencies |
| 453.650 | WQN 832 | PL | Building Inspectors |
| 453.875 | WDQ 488 | PL | Public Works |

**Dallas County:**

| | | | |
|---|---|---|---|
| 155.250 | | PL | Dallas Co SO |
| 46.380 | KKS 372 | PF | Dallas Co. Fire Dept. |
| 155.745 | KYG 584 | PP | Dallas Co SO no known use |
| 155.715 | KZE 571 | PP | Dallas CO SO Ch 1 Constables |
| 155.985 | KZE 571 | PL | Dallas Co SO Ch 2 Jail Security |
| 155.670 | KKE 891 | PP | Dallas Co SO Ch 5 Dispatch |
| 154.995 | | PL | Dallas Co SO Ch 6 Mutual aid south |
| 155.250 | KKE 891 | PL | Dallas Co SO Ch 7 Mutual aid north |
| 150.995 | WXY 488 | PL | Dallas Co Engineer |
| 156.225 | | PH | Dallas co Highway Dept. |

**City of Fort Worth:**

| | | | |
|---|---|---|---|
| 460.050 | KUQ 868 | PP | PD Ch 1 P.I.C. |
| 460.100 | KUQ 868 | PP | PD CH 2 Eastside [A,B,C] |
| 460.150 | KUQ 868 | PP | PD CH 3 Southside [C,D,P] |
| 460.200 | KUQ 868 | PP | PD Ch 4 Eastside/Dntn [F,G] |
| 460.250 | KUQ 868 | PP | PD Ch 5 Northside [H,K] |
| 460.300 | KUQ 868 | PP | PD Ch 6 Tactical/car-car |
| 856.4375 | KNGD 801 | PF | FD Trunked system |
| 857.4375 | KNGD 801 | PF | FD Trunked system |
| 858.4375 | KNGD 801 | PF | FD Trunked system |
| 859.4375 | KNGD 801 | PF | FD Trunked system |
| 860.4375 | KNGD 801 | PF | FD Trunked system |
| 460.675 | | PF | FD Ch - Pagers |
| 458.925 | KF 8668 | PD | PD Ch 7 Handi-talky only |
| 458.950 | | PD | PD CH 8 Handi-talky only |
| 453.250 | KEV 407 | PL | School Patrol Officers |
| 37.180 | KNGS 344 | PL | Zoneing Inspectors [?] |
| 46.520 | KJW 738 | PL | Health Svce & Animal Control |
| 47.780 | | PL | Water Dept. |
| 159.165 | KKR 393 | PL | Street Dept. |
| 151.370 | KVR 967 | PL | FW Parks & Receration Dept. |
| 158.730 | KUQ 868 | PL | Pagers |
| 451.050 | KFO 685 | IW | Water Meter Div. |
| 47.780 | KKF 800 | IW | Water Meter Div./repairs |
| 453.900 | KJP 443 | PL | Light/Signal Division |

**Tarrant County**

| | | | |
|---|---|---|---|
| 37.120 | KKJ 509 | PP | Tarrant Co SO Ch 1 [37.420 in] |
| 37.020 | KD 8616 | PP | Tarrant Co SO Ch 2 [37.020 in] |
| 154.190 | KKM 775 | PF | Tarrant Co Fire Marshall |
| 46.060 | KKM 775 | PF | Tarrant Co Fire Dept. Ch 1 |
| 46.240 | KKM 775 | PF | Tarrant Co Fire Dept. Ch 2 |
| 47.940 | | IW | Tarrant Co Water Dept. |
| 155.625 | KTI 690 | PL | Tarrant Co. Jail |
| 156.240 | | PH | Tarrant Co. Highway Dept. |

**Dallas/Fort Worth Regional Airport**

| | | | |
|---|---|---|---|
| 453.050 | KZT 357 | PF | D/FW Airport Fire Dept. |
| 460.350 | KXR 743 | PP | D/FW Airport Police Ch 1 |
| 460.450 | KXR 743 | PP | D/FW Airport Police Ch 2 |

Looks like that's all I have room to squeeze for now. I will follow up an any corrections I get from Brad and others. Next month look for the area around these two cities for more coverage on the D/FW Metroplex. I have some unit number systems and patrol maps for this area and hope to update this as well in the comeing month ahead.

While on the subject of the Dallas/Fort Worth area, Brad filled me in on a book he sent in some material in on along with other D/FW area members that has been published in a book, D/FW Frequency List. I got a sample of the book from the publisher- Basic Computer Services; the list is edited by Ken Winters [TX-154] N5AUX. Price $19.95 The list covers .0261 to 7112.00 mHz and is sorted by frequecy and by user.

I have also had a chance to look at Monitor America and Fox Marketing frequency list for Houston and Dallas/Fort Worth. These all look like fine publications but once again I feel like this newsletter will keep you as up to date as possible. We have a new issue **each** month where they may only update only once every year or so. Good books to build a list on but you gotta keep the up to date, with this newsletter and other listening sources, to stay up with things.

On the home front- In recent elections, various parts of Travis County have voted favorbly to create Taxing districts for 8 V.F.D.'s in the area. This will help keep these units running from money generated from the property tax roll. With Austins' ETJ spreading out more and more, I look to see radio systems updated to have better communications with A.F.D. County heads are already looking at upgrade radio systems and with these recent elections it may soon be a reality...

LATE BREAKING NEWS: Any D/FW members with list of emergency frequencies used in the crash of Delta flight 191, please send them in. I can only wonder how active emergency communications were after that ill-fated flight.

As I write this, a potential tropical storm brew in the Gulf of Mexico. Not knowing what the future has for it but having lived through 3 hurricanes in Corpus- any thing can [or by this time, did] happen. Its events like these that help build up our list.

I see that I've just about gone my limit in space so that's it for this month. Keep your letters and list/info coming. This is **your** newsletter; let's keep up the fine list and information like we have in the past...

Greetings and welcome to the November Newsletter... It's hard to think about the cooler weather we'll all be having this time of year. It's still reaching the low 100's while this is being put together. I hope everyone has a nice Thanksgiving holiday. I look forward to Christmas just a down the way a bit.

This month we continue listings sent in from the Dallas/Ft. Worth area. Covered this issue will be Dallas and Tarrant Counties; next month we'll look at the surrounding D/FW area. I'm not sure what other Christmas goodies I'll have for December; but perhaps by the time I get that column going I will have found a nice surprise...

In other news this month: After visits from 'Danny' and 'Elena' on the Gulf Coast states we should have listing reports in the near future. Members in the upper Texas coast, Louisiana and Mississippi coast got an earful with the approach of the storms. As of yet I have not got any reception reports on either of the storms, but as soon as they come in, we'll pass them on...

**STARFLIGHT** services in the Central Texas area have been expanded to cover a 10 county area. Austin E.M.S. recently received two of its new helicopters used for emergency medical transportation and now serve Travis, Hays, Williamson, Bastop, Llano, Caldwell, Blanco, Lee, Fayette and Burnet counties. Texas Gov. Mark White said at dedications ceremonies for STARFLIGHT helicoptors that "Saving lives is one of the most important services government can provide." He hopes that a statewide program will be started by mid-1986. He added, "Watching this EMS system grow in sophisication and expand throughout the capital area inspired me with the belief that every resident of this state, even those living on the most remote ranch could have rapid access to high-quality medical attention in emergency situations. A committee is studying feasibilitty of expanding the air-medical services statewide. Dr. James "Red" Duke of the University of Texas Health Science Center in Houston is heading the study. "In the last nine years, we have made 23,000 flights and that's only in Southeast Texas. The Lord knows how many people need that service in Central Texas" Duke said he was not sure what form the statewide program would take but said "You can be assured that we'll get on our horses and ride." To help start the state program, Bell Helicopters presented Gov. White with a check for $ 25,000.

[information gathered from the Austin American Statesman (Aug 20, 1985)]

An anonymous source sends in frequencies used at the Renaissance Festival are 156.300 and 156.800 for security. These frequencies are subject to change, 'programmable radios' are (were) being used. [Editors note- no date or place for the festival noted but post card came from the Houston area. We have had others send in info for this fest' in the past and just wanted to keep up the tradition...]

A bit of bad news- I just read an article in the paper where the United States Postal Service has plans to relocate and/or close down the West Austin Sub-station; where we get our mail. It has not been decided what will happen except that the sub-station will be closed by the end of the month (Sept.) If this creates problems and a change of address is needed, We will get the information to you as soon as possible. The West Austin Neighborhood Group [W.A.N.G.] has protested this change with postal officals so there lies a chance the address will not have to be changed.

That's about all the news for this month- Please send in any input you have; frequency list, newpaper clippings of interest... What ever you may have that would help us get as much of the state and So. Central Region covered... We have got little or no responce from other states in some time. Let's keep that 'ol mail box full so you can have something to look forward to each month when you get your newsletter. Enough of the soapbox speech- on with the Dallas/Fort Worth listing compiled by Brad (OH-138) and others.

## DALLAS County:

| | | | |
|---|---|---|---|
| **Dallas County** | | | |
| 155.670 | KKE 891 | PP | Dallas Co Ch 5 Dispatch |
| 154.995 | KZE 571 | PP | Dallas Co Ch 6 Mutual aid south |
| 150.995 | | PL | Dallas Co Engineer |
| 155.250 | KKE 891 | PS | Dallas Co Ch 7 Mutual aid north |
| 155.715 | KZE 571 | PL | Dallas Co Constables |
| **Addison** | | | |
| 154.010 | KRZ 880 | PF | Addison FD |
| 155.250 | KVA 541 | PP | Addison PD |

Carrollton

| | | | |
|---|---|---|---|
| 155.115 | KBX 981 | PL | Carrollton local gov't |
| 155.310 | KKO 291 | PP | Carrollton PD Dispatch |

Cedar Hill

| | | | |
|---|---|---|---|
| 154.725 | WZX 927 | PP | Cedar Hill PD |
| 156.105 | | PL | Cedar Hill public works |

Cockerell Hill

| | | | |
|---|---|---|---|
| 154.025 | KJI 516 | PF | Cockerell Hill FD |
| 155.250 | KWL 430 | PP | Cockerell Hill PD |

Copell

| | | | |
|---|---|---|---|
| 155.250 | KVD 736 | PP | Coppell PD |

Desoto

| | | | |
|---|---|---|---|
| 155.580 | | PP | Desoto PD |

Duncanville

| | | | |
|---|---|---|---|
| 158.790 | KJS 704 | PP | Duncanville PD |
| 45.600 | KAZ 303 | PL | Water Dept & Animal Control |
| 154.355 | KNBM 292 | PF | Duncanville FD (Dispatch) |
| 155.265 | | PL | Duncanville ISD |

Farmers Branch

| | | | |
|---|---|---|---|
| 46.300 | KDE 269 | PL | City of Farmers Branch |
| 453.950 | KRJ 699 | PF | Farmers Branch FD |
| 453.500 | KSL 465 | PP | Farmers Branch PD |

Garland

| | | | |
|---|---|---|---|
| 154.815 | KKD 771 | PP | Garland PD Ch 1 [MDT'S] |
| 154.875 | KKD 771 | PP | Garland PD Ch 2 |
| 155.070 | KKD 771 | PP | Garland PD Ch 5 [input] |
| 155.640 | KJJ 320 | PP | Garland PD Ch ? (possibly ch. 6) |
| 154.130 | KXR 777 | PF | Garland FD |
| 154.980 | KUL 749 | PL | Garland LG (unknown useage) |
| 153.785 | | PL | Garland city services |
| 451.250 | | IW | Garland Power & Light |

Grand Prarie

| | | | |
|---|---|---|---|
| 154.890 | KSZ 461 | PP | Grand Prarie PD Ch 1 Dispatch |
| 154.800 | KSZ 461 | PP | Grand Prarie PD Ch 2 Info |
| 155.820 | KKW 930 | PL | Grand Prarie public works |
| 158.880 | KKW 930 | P | Grand Prarie |

Grapevine

| | | | |
|---|---|---|---|
| 45.280 | KNGC 402 | PL | City of Grapevine |
| 155.760 | WQJ 368 | PL | |
| 453.200 | KRW 230 | PP | Grapevine PD Ch. 1 (Dispatch) [R] |
| 453.200 | KRW 230 | PP | Grapevine PD Ch. 2 [S] |

Highland Park

| | | | |
|---|---|---|---|
| 453.150 | KJS 680 | PP | Highland Park PD |

Irving

| | | | |
|---|---|---|---|
| 158.820 | KNAK 366 | PH | Irving Street Dept |
| 482.5125 | KYN 796 | PF | Irving FD Dispatch |
| 482.5375 | KYN 796 | PF | Irving FD Response |
| 482.6875 | KYN 796 | PP | Irving PD (Wants/warrants) |
| 482.7125 | KYN 796 | PP | Irving PD |
| 482.7625 | KYN 796 | PP | Irving PD Dispatch |

Lancaster

| | | | |
|---|---|---|---|
| 158.805 | KZE 530 | PP | Lancaster PD |

Mesquite

| | | | |
|---|---|---|---|
| 154.370 | KLB 236 | PF | Mesquite FD |
| 154.740 | KLD 811 | PP | Mesquite PD Ch 1 |
| 155.430 | KLD 810 | PP | Mesquute PD Ch 2 |

Richardson

| | | | |
|---|---|---|---|
| 153.965 | KUG 720 | PL | City of Richardson |
| 453.325 | WQI 210 | PF | Richardson FD |
| 453.775 | KEV 410 | PD | Richardson PD |

University Park

| | | | |
|---|---|---|---|
| 154.755 | KAW 863 | PP | University Park PD Ch.2 [NTSU] |

## TARRANT County:

Tarrant County

| | | | |
|---|---|---|---|
| 37.420 | KD 8616 | PP | Ch 1 input [37.120] |
| 155.625 | KTI 690 | PP | Tarrant Co Jail- Ft Worth |
| 46.060 | | PF | Tarrant Co FD |
| 154.190 | KKM 775 | PF | Tarrant Co Fire Marshall |
| 155.205 | WSZ 235 | PS | Daniel EMS (Fort Worth) |
| 155.340 | WSZ 235 | PS | Daniel EMS Ch 2 Amb-Hosp |
| 155.280 | KNBP 855 | PS | Daniel EMS Ch 3 Special message |
| 155.235 | KWE 329 | PS | Mid-cities Amb (Arlington) |
| 155.235 | | PS | Regional Ambulance (Haltom City) |
| 155.400 | | PS | H-E-B Ch 1 Dispatch |
| 155.340 | | PS | H-E-B Ch 2 Amb-Hosp |
| 155.280 | WZM 819 | PS | H-E-B Ch 3 Special messages |
| 47.940 | | IW | Tarrant Co Water Dept. |

Arington

| | | | |
|---|---|---|---|
| 154.935 | KKG 466 | PP | Arlington PD Dispatch |
| 155.655 | KVF 519 | PP | Arlington PD Ch 7 |
| 155.130 | KSO 962 | PP | Arlington PD Ch 7 |
| 155.070 | KKG 466 | PP | Arlington PD Ch 2 Info |
| 482.4125 | KKY 418 | PF | Arlington FD Dispatch |
| 482.4375 | KKY 418 | PF | Arlington FD Response |
| 45.240 | KLB 384 | PL | Animal control |
| 155.355 | KSI 315 | PL | Arlington ISD School Busses |

Azle

| | | | |
|---|---|---|---|
| 154.055 | KZE 572 | PP | Azle PD [inc Azle Ambl.] |

Bedford

| | | | |
|---|---|---|---|
| 154.845 | KWL 460 | PP | Bedford PD |
| 153.860 | WYR 609 | PF | Bedford FD (inc MICU) |
| 158.970 | KWL 460 | PP | Bedford PD Ch 2 |
| 453.750 | KRU 987 | PL | Bedford local gov't |

Benbrook

| | | | |
|---|---|---|---|
| 453.450 | KSL 373 | PP | Benbrook PD |

Collyville

| | | | |
|---|---|---|---|
| 453.925 | KTV 717 | PP | Colleyville PD |

Edgecliff

| | | | |
|---|---|---|---|
| 155.755 | WRE 543 | PL | Edgecliff Village inc. FD |

Euless

| | | | |
|---|---|---|---|
| 855.2375 | KNGK 456 | PP | Euless PD Dispatch |
| 153.905 | KFZ 779 | PL | City of Euless Local Gov't |

Everman

| | | | |
|---|---|---|---|
| 453.400 | KRW 214 | PP | Everman PD |

Forest Hills

| | | | |
|---|---|---|---|
| 154.710 | KKS 916 | PP | Forest Hills PD |
| 155.040 | KDA 644 | PL | F.H. Water Dept/ Anm. Cntl. |
| 155.040 | | PP | F.H. possibly PD Ch 2 |
| 154.710 | KKS 916 | PP | F.H. PD/FD Ch 2 inc Res Squd |

Haltom City

| | | | |
|---|---|---|---|
| 46.120 | KBM 646 | PF | Haltom City FD |
| 155.580 | | PP | Haltom City PD |
| 155.880 | KKY 217 | PL | Haltom City local gov't |

| | | | | |
|---|---|---|---|---|
| Hurst | | | | |
| 45.160 | KAP 592 | | | |
| Keller | | | | |
| 453.475 | KSQ 716 | | PP | Keller PD |
| Kennedale | | | | |
| 154.100 | KDD 978 | | PP | Kennedale PD |
| Lake Worth | | | | |
| 154.785 | KLX 669 | | PP | Lake Worth PD |
| Mansfield | | | | |
| 154.860 | KWL 464 | | PP | Mansfield PD |
| 155.955 | KSU 593 | | PL | Mansfield public works |
| Pantego | | | | |
| 37.260 | KQL 859 | | PL | City of Pantego |
| 155.895 | KSB 891 | | PP | Pangego DPS |
| Richland Hills | | | | |
| 45.120 | KCU 753 | | PL | Local Gov't |
| 46.220 | WYX 489 | | PF | Richland Hills FD |
| 483.0125 | KNQ 836 | | PP | Richland Hills PD |
| 46.280 | KSQ 771 | | PF | N. Richland Hills FD |
| 153.590 | | | PL | N. Richland Hills Utilities |
| 158.895 | | | PL | N. Richland Hills local gov't |
| 453.300 | KRY 920 | | PL | N. Richland Hills PD (Dispatch) |
| River Oaks | | | | |
| 153.800 | KKV 797 | | PF | River Oaks FD |
| Saginaw | | | | |
| 155.055 | WZJ 421 | | PL | Saginaw local gov't |
| 453.675 | KSL 242 | | PP | Saginaw PD |
| Southlake | | | | |
| 45.540 | | | P | Southlake FD and City Svce. |
| 453.600 | KRV 268 | | PP | Southlake PD |
| White Settlement | | | | |
| 154.115 | KCT 259 | | PP | White Settlement PD |
| 155.100 | KCT 259 | | PL | White Settlement Water Dept. |

That about covers it for now. I spent a couple of hours getting this together; it looks like I've almost run out of space as well. This list, along with any corrections, will continue next month. Til then have a nice Thanksgiving holiday and best of luck with your Christmas shopping; and don't forget to start dropping hints about that new scanner you want Santa Clause to bring...

# COMMUNICATIONS PROFILE

**Cliff Polkinghorn, 14310 Acacia St., San Leandro, CA 94579**

**This column is for special projects that explain various systems in detail. Frequencies and radio codes of not only municipal agencies and certain federal government agencies may be listed, but also large businesses and corporations. The contribution must be lengthy enough that publishing it in one of the regular columns would not be possible. If you are inclined to submit a report as the one below appears, please follow No. 8 in the inside front cover of the Newsletter.**

## NO COLUMN THIS MONTH

Because of the space allocated to Public Safety columns this issue, the Communications Profile column is being held until next month.

# PUBLIC SAFETY—CALIFORNIA

P.O. Box 3962 Santa Fe Springs, California 90670-1962

WELCOME TO THE OCTOBER 1985 ISSUE OF RCMA PUBLIC SAFETY-CALIFORNIA.

Looks like we all survived another month. The radios have been extremely busy here in Southern California with all of the fires and other disasters that we have been blessed with lately. It appears that several of our members may have been closer than they may have liked.

Are most of you paying attention to what is happening with the new proposed law in California which would prohibit possession, sale, transportation, etc. etc. of any radio capable of receiving 800 MHz cellular phones. This includes the very popular Regency MX-7000, plus the Yaesu FRG-9600, and the newly announced Icom R-7000 digital scanner/receiver. The name of the legislation is "SB 1431" Rosenthal. Unfortunately for our hobby, it passed easily in the State Senate by a vote of 24-8, on June 26. It is scheduled for a hearing in the Assembly Public Safety Committee on August 19. Several people have commented that this new law is covering Federal jurisdiction (FCC controls the radio spectrum, right?) One friend of mine brought up the point re does this new legislation also cover "Spectrum analyzers" and other test gear (which are actually radios capable of receiving 800 MHz. Does this mean these pieces of test gear will be prohibited from use, possession, etc. (Felony possession of a spectrum analyzer, I can just see it now!)

I had a busy weekend selling radios at the Hamcon Amateur Radio convention at the Queen Mary in Long Beach. I landed up selling about 4 or 5 Regency MX-7000 scanners, plus "a mess of" Yaesu 2 meter ham handie talkies, etc. It was fun, but full of insanity. Many of my good friends came by to visit me at the HRO booth. All work & no play for this boy.

I did get to see the NEW ICOM R-7000 digital scanner/receiver. The specs call for coverage between 25 to 1300 MHz, but they say it will go up to 2 GHz. (It even has a "1 GHz up" button! How quaint!) With 99 memories and optional IR remote control, the price tag is only $899.95 (a bit high, but we will see how it does. Right now, there is only ONE in all the USA!)

Our local Southern California RCMA chapter meeting for September will feature the Yaesu FRG-9600 digital receiver and support software for your Apple computer. The 2 gentlemen (whom I spoke with at the Yaesu wine reception aboard the Queen Mary) have agreed to demonstrate their software which allows you to control your FRG-9600 from your personnal computer. Software for the IBM PC, Commodore 64, TI, and Radio Shack Color Computer (CoCo) are due out soon. This is impressive software, don't miss it. They also have software available to control your ham HF rig and/or short wave receiver. Also - I was talking to the Vice President of Amateur Products for Yaesu, and he said to check the up coming issue of Ham Radio (HR) magazine for a modification kit for the FRG-9600 which will create a new front end to the radio adding VHF Low Band capabilities. This was the radio's only real flaw. INTERESTING!!

Well, I'm all typed out. It's on to the column for now I guess! See you next month. ERIC (CA-LA-045)

From ED (CA-RI-013):

Riverside County Supervisors have passed a new 1986 budget which will man 6 county volunteer stations:

| | | | |
|---|---|---|---|
| These are to be | Canyon Lake | station 60 | |
| | Sky Valley | station 56 | (desert hot springs) |
| | Wildomar | 61 | |
| | Home Gardens | 13 | (corona) |
| | Garner Valley | 53 | (near Mountain Center) |
| | Moreno Valley | 65 | also known as Kennedy Park |

Budget says one station in Moreno Valley and its assumed this will be station 65 which has a new building under construction and has a new engene assigend. However 2 other volunteer stations in MorenoValley area would be 58 and new stati n 48

All 15 new engines in 1985 budget are in service.
and no old engenes were removed from service...nice increase.

Dear Editor:

I spent more time than I should have monitoring the activities of the recent "Wheeler Fire" which burned across Ventura County into Santa Barbara County (115,000 acres). I had a greater than intellectual interest in this, since at some times it appeared that the fire might end up in the Santa Barbara foothills where I live! A number of different agencies participated in controlling this fire (local county and city fire departments, USFS, American Red Cross and Amateur Radio Communications, to mention a few). Additionally, several fire camps were set up to accommodate logistical support for fire personnel spread out over a very large area. A Grove Scanner beam oriented in the direction of Ojai proved to be invaluable for this. In the midst of this I also discovered that my newly acquired Regency D310 tuned down to 410 MHZ (not bad for a very inexpensive discount special!). Also Hughes' Southern California Police Call Directory was most helpful in identifying stations.

Although many other frequencies were occasionally used, these were the ones where consistent activity was monitored (I used several different scanners and other gear to monitor this). In the interests of brevity I am excluding the amateur frequencies. The amateurs did a yeoman's job in handling logistic traffic for the USFS, Red Cross and in communicating personal messages for the almost 3,000 firefighters involved; accordingly, this exclusion is not meant to slight them. From my monitoring post, the most active frequencies were:

Local and County Fire Departments
154.19 Montecito and Carpinteria F.D.
154.320 Ventura County F.D. (blue freq.)
153.905 Santa Barbara Co. F.D. (A-4/red freq.)
Logistic and administrative chatter between county fire officials.
154.16 O.E.S. 1
154.28 Interagency fire (white)

Various Non-Fire Agencies
42.18/42.34 CHP blue - used for road closures and evacuations.
151.025 Ventura County Road Department
47.18 Caltrans
47.42 American Red Cross

CDF
151.310 (yellow) air operations
151.355 State Net 3

USFS
118.95 Helicopters: air to ground
123.05 Air to air coordination; mostly between "air attack" aircraft and other aircraft. Sometimes used to vector news media helicopters safely through the fire zone.
168.625 Air tankers to ground and to South zone
168.600 Air attack fixed wing and helicopter aircraft to ground crews: very active during this fire.
168.200 Region 5 fire dispatch -- active in logistics and frequency used in air to ground communications for this fire.

171.545 Los Padres National Forest
170.550 " " " "
170.470 " " " "
415.325 Los Padres National Forest, "Forest Net" repeater
415.350 LPNF "Service Net" repeater
415.550 South Zone Air Dispatch repeater
414.650 Region 5 logistics
415.050 H.T.'s used by fireline crews
415.500 This frequency was apparently set up to handle Wheeler fire logistics, in order to relieve congestion of the LPNF Forest Net. LPNF was, at this time, working several other major fires in the northern portion of the forest.
415.475 Net with South zone for fire prediction and other operations (Note that this is also a San Bernardino N.F. frequency).

News Media
161.67 KEYT TV -- local Santa Barbara media
161.73 KTMS " " " "
161.76 (R) NBC*
450.165 (R) ABC*
450.187
450.287
450.312
450.337
450.350
450.437
450.537
450.615 (R) CBS*

*About the only other time these repeaters are active in this area is when the President vacations at his ranch.

I hope I won't be listening to some of these frequencies for a long time to come. However, given the potential for additional fires in California, I fear I may find myself monitoring these frequencies again.

Cordially,

Brendan (CASRO )

FROM NEAL (CA-LA-385):

**Perhaps the most challenging monitoring situation is an emergency where hazardous materials are involved. When listening, the following can be expected:**

**A dozen or more agencies may be working at the scene. Often these will be organizations that are rarely monitored, and their frequencies will be unknown.**

**Types of agencies and their volume of radio traffic will vary according to the progress of the emergency. For example, the Coast Guard may be call in after it has been determined that a certain chemical could find its way into the ocean. Before that determination, there may be no reason to alert the U.S.C.G.. In many cases it would be better to use frequencies in your scanner which might be used during an emergency, even though they may not be "active" when you first enter them. Thus, you avoid missing information.**

**Lists of likely haz mat frequencies are most useful when listeners have them prior to an occurence. Too much happens too fast to allow a member time for researching and experimenting with suspected channels.**

**To help our members meet this challenge, I beleive that it is time to involve all RCMA members and all column editors in a search for haz mat frequencies. Of course, we know that police, fire and medical channels will be involved. But our focus should be on those agencies which bring special expertise to these crises. I have prepared a list of suggestions for our members**

to research. a question mark following a name means that I do not know if this agency uses two-way radios. A question mark following a frequency means that it is listed in the Fox guide, but I have not confirmed it.

I hope you will find this contribution worthy of publication. Let's get everyone involved in this project!

FEDERAL

Environmental Protection Agency 167.9065?
Coast Guard ?
National Transportation Safety Board 165.750?
166.175?
Occupational Safety and Health Admin.?
Energy Dept. (atomic haz mat)

STATE

Health Dept.?
CAL OSHA? FISH+GAME
C.H.P.
Caltrans

COUNTY

Health Dept.?
Sheriff
Fire Dept.
Sanitation?
Hospitals/HEAR net

CITY

Police and Fire (local and mutual aid)
Sanitation
Roads
Civil Defense?

SPECIAL DISTRICTS

Flood control
Air quality

PRIVATE INDUSTRY

IT Corp. CONFIRMED 471.4875
Utility Co's (water pressure checks for fires, electric shut off, gas leaks)
Involved Co's (Petro. mfgrs. chem Co's)
Involved Transportation Co's. (Railroads, trucking)
News Media

CITIZENS GROUPS

Red Cross/Salvation Army
REACT/RACES
Greenpeace?

MISCELLANEOUS

Oil spill cleanup (36.25, 150.980, Etc.)

WELCOME TO THE NOVEMBER (?) 1985 ISSUE OF R.C.M.A. PUBLIC SAFETY - CALIFORNIA.

You may or may not believe this, but the reason our column missed the October 1985 Newsletter, was because it had been lost by the Post Office and then FOUND FOUR WEEKS LATER! All I can say is OH WELL! Sorry that you had nothing to read last month. We've got lots this month (including last month's column). ERIC (CA-LA-045)
AND NOW FOR SOME MAIL!

From MARK (CA-LA-268): Mark would like to know what freqs are used by LA City Fire Dept rescue ambulances to communicate to hospitals in the San Fernando Valley. Some activity has been heard on "HEAR" 155.34 MHz, but no activity is heard on the 463/468 MHz "MED NET" channels. Also, does anyone know the actual transmitter sites for the LAPD ROVER system. Mark also advises that the LA City Animal Control is on

453.250 R MHz, KMF456. 800-809 is San Fernando Valley, 810-819 is Central LA, and 820-829 units are the West LA area. Vernon PD is now on 158.745 R MHz (loud & clear). San Fernando PD uses 156.03 MHz (Pasadena PD's old CH 1 from years gone by (ERIC)) for dispatch and frequently communicates with LAPD air units on 154.92 MHz (CLEMARS).

From VERYL (CA-LA-441): Veryl would like confirmation as to the use and implementation of 153.995 MHz as a new mutual aid freq for Alhambra, San Marino, Monterey Park, South Pasadena & poss San Gabriel FD's. Can anyone advise info?

From BILL (?): Bill wants to know the freq for Hulcher Emergency Service, Pine Bluff, Arkansas. This company handles train wrecks. Anyone with info, send it in! TNX!

From DAVID (CA-TE-001): Redding Police: 155.58 MHz, Shasta Sheriff: 158.73 MHz, Fish & Game: 151.415 MHz, Paramedics: 462.975 MHz, plus 463.025, 463.075, 463.100 MHz.

From ERIC (CA-LA-045): We have copies avail for 25¢ and a SASE of the Los Angeles County Fire Department station locations w/Thomas Guide coordinates. Also available is a listing of Southern Calif RTD bus lines including bus #, and radio channel #.

BOOK REPORT TIME: GREG (CA-OR-206) suggests that members look at:
The Orange County Official Radio Code Book, avail from the General Services Agency, Communications Div, 481 The City Drive South, Orange, CA 92668-3388. PH 714 834-2121 (About $3.00) Also try: The Quik--Code Abridged California Penal Code.
Avail from Quik Code Publications, POB 538, San Juan Capistrano, CA 92693. $5.00/+tax
Greg also had a nice listing of Westminster PD (Station 47) which will appear next time.

From ERIC (CA-LA-045): Members, if you type your contributions, please limit to a seven inch width and use only one side of the paper. (Otherwise, I have to retype your entire contribution, including those that are typed way too narrow, ie: 4-5 inch wide.) Thanks. Also, We got some very interesting contributions from TIM (CA-SB-045) covering the Calif. Dept of Corrections radio unit numbering system (they use CHP Blue 42.34 MHz) BILL (CA-LA-614) sent in some info re LA Co FD and various CDF and other FD's, etc. ED (CA-RI-007) sent in some newspaper clippings from Riverside telling about how some new computers to be installed in CDF Perris/Riverside County FD headquarters will help local firefighters and reduce the time it takes firefighters to respond to emergencies. Another article from ED tells about federal budget cuts which could cause a major disaster in local forests in the upcoming 1986 fire season. The USFS budget cut allows for the hiring of less personnel. Many of the firefighters assigned to USFS San Bernardino NF, were out of the State fighting fires in other areas during the fires in July 1985. Senator Alan Cranston was claiming that the USFS is 35% below an "adequate level of preparedness 'because of unrealistic budget cuts'. Cranston says California needs $80 million in fire protection for forests. The administration plans to cut the $55 million for fiscal 1985 to $47 million next fiscal year." Officials say the San Bernardino Forest is one of the most heavily used recreational forests in the United States. (The Sun, 7/16/85)

AND NOW TO THE REST OF OUR COLUMN!!!

From WAYNE (CA-LA-119) & JEFF (CA-LA-535):

| Chan. ID | Output Frequency | Call Sign | Site | Use |
|---|---|---|---|---|
| N/A | 43.78 | KMA 454 | Mt. Verdugo | Supervisors/Staff only |
| " | " | KDW 593 | Mt. Washington | " |
| " | " | KMF 206 | Mt. Modjeska | " |
| "A" | 453.475 | KRW 210 | Mt. Lukens | Supervisors |
| "B" | " | KRW 246 | Santiago Pk. | " |
| "C" | 453.625 | KLE 920 | Mt. Washington | Transit Police |
| "D" | 453.275 | KRZ 249 | Mt. Verdugo | Maintenance |
| "E" | 453.325 | KSO 950 | " | car-car secondary |
| 1 | 472.5375 | KUP 236 | Mt. Verdugo | Buses |
| 2 | 472.6375 | KUP 236 | Mt. Washington | " |
| 3 | 472.5625 | KUP 236 | Rolling Hills | " |
| 4 | 472.6625 | KUP 236 | " | " |
| 5 | 472.5875 | KUP 236 | Mt. Lee | " |
| 6 | 472.6875 | KUP 236 | Mt. Lee | " |
| 7 | 472.7125 | KUP 236 | La Habra Hills | " |
| 8 | 472.6125 | KUP 236 | Johnstone Pk. | " |

| | | | | |
|---|---|---|---|---|
| 9 | 471.3375 | KUP 236 | Mt. Lee | " |
| 10 | 471.3625 | KUP 236 | Sierra Pk. | " |

From WAYNE (CA-LA-119):

SOUTHERN CALIFORNIA
RAPID TRANSIT DISTRICT

Special Unit Identifiers

| Letter Prefix | Unit Number | Assignment |
|---|---|---|
| **Transit Police** | | |
| A | 40 | |
| | ... | Security |
| | 43 | ? |
| | 44 | ? |
| | ... | Security Agents |
| | 51 | ? |
| | 52 | Busway Patrol |
| | 53 | " |
| | 54 | Vault Truck |
| | 55 | " |
| | 56 | ? |
| | 57 | ? |
| | 58 | El Monte Patrol |
| | 59 | Special Team |
| **Supervisors** | | |
| D | 1 | |
| | ... | Supervisors |
| | 39 | |
| **Communications** | | |
| J | 100 | |
| | ... | Communications |
| | 119 | |
| **Staff** | | |
| Q | 80 | |
| | ... | Staff |
| | 89 | |
| **Transportation** | | |
| T | 60 | |
| | ... | Transportation |
| | 79 | |
| **Manangement** | | |
| W | 90 | |
| | ... | Manangement |
| | 99 | |

| Letter Prefix | Unit Number | Assignment |
|---|---|---|
| **Service Trucks** | | |
| G | 150 | Stops / Zones |
| | 157 | " |
| | 158 | ? |
| | 160 | Electrical |
| | 166 | " |
| | 167 | Property Maint. |
| | 170 | " |
| **Emergency Trucks** | | |
| H | 301 | Div. 1 Tow/Light |
| | 302 | " 2 Tow |
| | 402 | " 2 Auto Tow |
| | 502 | " 2 Tow |
| | 303 | " 3 Tow |
| | 305 | " 5 Tow |
| | 306 | " 6 Tow |
| | 307 | " 7 Tow |
| | 308 | " 8 Tow/Light |
| | 309 | " 9 Tow/Light |
| | 409 | " 9 Repair |
| | 312 | " 12 Tow |
| | 412 | " 12 Repair |
| | 315 | " 15 Tow |
| | 318 | " 18 Tow |
| **Division Yard Trucks** | | |
| M | 201 | Division 1 |
| | 202 | Division 2 |
| | ... | |
| | 200 + n; | |
| | where n = Division # | |
| **Maintenance** | | |
| M | 120 | |
| | ... | General Maintenance |
| | 136 | |
| | 137 | Dump Truck #196 |
| | 138 | " #200 |
| | 139 | " #201 |

Buses are identified several ways:

1) DIVISION - Basically, each bus line starts and/or ends its route from one of about 10 bus divisions in Southern California. A detailed listing of divsion addresses and phone numbers can be obtained from the RTD directly.

2) **LINE** - Line numbers refer to line the bus is running on. A major reorganization of bus lines was completed in October, 1983. RTD Line numbers are grouped into categories generally arranged by bus direction or special function. Currently, the Line groups are as follows:

| Line group | Bus Direction | Bus Function |
|---|---|---|
| 1 - 99 | N/A | local downtown service only |
| 100 - 199 | East and West | normal routes |
| 200 - 299 | North and South | " |
| 300 - 399 | N/A | normal limited or express service |
| 400 - 499 | to downtown only | express service |
| 500 - 599 | other than downtown | express service (only 3 lines...) |
| 600 - 699 | N/A | special services |

3) **BUS RUN** - The "bus run" is a number that identifies a particular bus on a line.

"bus run" numbers are from 1 to n inclusive,

where n = total number of buses on that line

4) **Bus Number** - a 4-digit number identifying a specific bus. This number is on the bus in many places, including the roof of every bus. This is so that the Bus number can be seen from the air by a police helicopter.

Generally, a bus will identify with its "**bus run**" number, and then with the its **line** number. For example,

"32 on the 424" - indicates bus run 32, line 424

Sometimes, the division number, or the **Bus** number will be added to the end. For example,

"7 on the 40 out of division 5"
"12 on the 119, bus 4338"

## SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
## TWO – WAY RADIO CODE CLASSIFICATIONS

**BASE RADIO : KRW 210: KRW 246: KSO 950: KRZ 249: KMA 454: KMF 206:**
**BUS SYSTEMS: KUP 236: KLE 920:**

### EMERGENCY CODES

**CODE 1 – General alert from Dispatcher**
**CODE 2 – Serious accident - Police and Ambulance Dispatched**
**CODE 3 – Crime Emergency**
**CODE 4 – Emergency on Bus**
**CODE 5 – Community Emergency**
**CODE 6 – Transit Police need Assistance**

### MESSAGE CODES

**10 - 11 – In Service**
**10 - 12 – Have a Message**
**10 - 13 – Repeat Message**
**10 - 14 – Proceed with Message**
**10 - 15 – Message Acknowledged**
**10 - 17 – What is your Location?**
**10 - 18 – Telephone Dispatcher**
**10 - 19 – Time Check**
**10 - 20 – What is your location and are you clear for calls?**

### MECHANICAL CODES

**10 - 21 – B. O. Farebox**
**10 - 22 – B. O. Equipment**
**10 - 29 – B. O. Radio**

### SERVICE AND ROUTINING CODES

**10 - 31 - Blockade or unusual condition**
**10 - 32 - Fire Report**
**10 - 33 - Minor accident -No injury**
**10 - 37 - Blockade cleared**

### MISCELLANEOUS CODES

**10 - 52 - Lost Passenger**
**10 - 53 - Missile Struck Bus**
**10 - 54 - Sick Passenger**
**10 - 55 - Sick Operator**
**10 - 57 - Marijuana Smokers**
**10-390 - Intoxicated Passenger**

### GENERAL CODES

**10 - 81 - On Assignment**
**10 - 82 - Telephone your Office**
**10 - 83 - Provide Telephone Number**
**10 - 85 - Return to your District**
**10 - 86 - Have I any calls?**
**10 - 87 - Clearance for unit to Unit conversation**
**10 - 88 - Out of unit**
**10 - 89 - Out of Service**

**In Effect 3/4/80**

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# STATE-OF-THE-ART RADIO

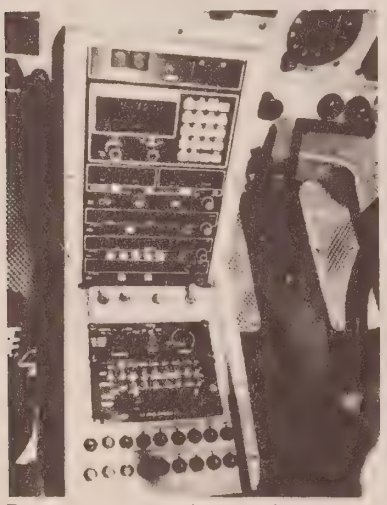
## Telecommunications, Air Operations Join Forces to Make Our Radios the Best

Just as communication is the key to healthy interpersonal relationships, effective telecommunications are essential to the success of any air operations program. CHP telecommunications professionals are proud to say that our helicopters are equipped with radio systems that are considered the second most sophisticated in the world—and the most sophisticated in the U.S. of A.

Utilizing synthesized radios which offer an unlimited number of frequencies, the Patrol has come a long way from the crystal counterparts of times past, according to Telecommunications Systems Analyst II Ken Mitchell.

"In the old days," he explained, "our radio communications capabilities were very limited. Aircraft radios used to be old converted motorcycle radios or regular mobile radios, which were crystal controlled, so they only provided five or six channels."

All that changed in late 1982, when Barstow Area's Hughes 500D became the first CHP copter to receive a fully synthesized radio package. The three Bell helicopters, which joined the Patrol's fleet in early 1983, were subsequently equipped with the new radios—which, in addition to the rescue hoist and automatic pilot features, cost close to $657,000.



The center console features, from top to bottom, the Loran "C" receiver, navigational communications radio, communications radio, automatic directional finder (ADF), air traffic control (ATC) transponder, public address (PA) siren control head, and the pilot's audio mixer unit.

If it sounds like an outrageous sum, consider the many vital services our aircraft provide on a daily basis—services that would not be made possible without extensive radio communications. Highway accidents, medical emergencies, search and rescue missions, crimes in progress, forest fires—these situations all call for timely responses that leave no margin for error. CHP's progressive radio systems help ensure that such responses can be made whenever and wherever necessary.

"You can call anybody with these radios—tow trucks, fire stations, or whatever," said Mitchell, who has spent 13 years with the Patrol. He added that CHP officers often need to contact other law enforcement agencies via radio—a need which, in part, helped convince Departmental managers to invest in synthesized radios.

"We (the CHP) were looking to expand our ability to communicate," Mitchell said. "When those officers are in the air, they need to talk to lots of law enforcement agencies. This state-of-the-art radio system makes it possible."

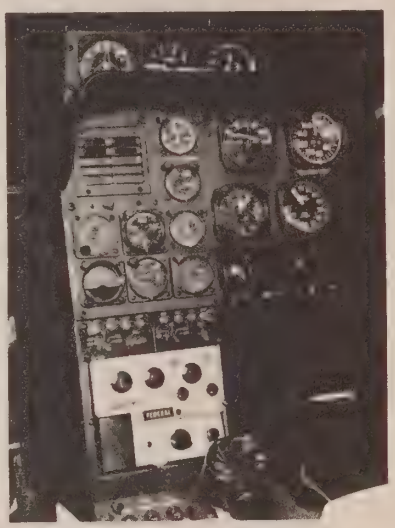
### *Operator Programmable*

What makes it possible is that the radios are operator programmable and offer a total capacity of 18,030 frequencies, allowing communications with other law enforcement agencies on the three public service bands—a VHF low band, VHF high band, and UHF.

Other communications equipment featured on the helicopters includes radio scanners, which allow radio operators to listen to other channels; citizen band (CB) radios; and PA (public address) and siren systems. Each aircraft is also equipped with two directional finder (DF) systems—one on the aircraft band, one on the public service band—which are used during search and rescue missions for downed aircraft or to locate law enforcement personnel using portable radios, and also for surveillance purposes.

One thing the officers are "really excited about," according to Mitchell, is the addition of touch tone dialing pads (on the Bell helicopters only). Touch tone, which allows access

**See how far we've come?** The sophisticated instrumental panels of today (above) are a far cry from the relatively primitive models of yesteryear (below).



to the green (ODT) telephone system and is available in both the front and rear cabins of the aircraft, is predominantly used for communicating with hospitals, Mitchell said.

Each radio system is connected to an audio-mixer unit, which allows the operator to select what he wants to hear, as well as which radio to transmit on. There are three such audio-mixer units per aircraft—for the pilot, the observer and one in the rear cabin. Intercoms are an integral part of the mixer units.

The helicopters are also equipped with aviation service radio systems, each of which consists of two communications (comm) radios, one navigational (nav) receiver, one Loran "C" navigational receiver, one ATC (air traffic control) transponder, one automatic directional finder (for navigational purposes) and one radar altimeter system. Each comm radio has 720

# SYSTEMS DO CHP PROUD

transmit and receive frequencies and each nav receiver has 200 navigational frequencies.

## *Easy To Use*

As complex as the radio systems are, Mitchell says they're not difficult to operate.

"Operating the equipment is the easy part," he said. The hardest part, he said, is for the radio operator to know which frequency to communicate on, though there is a reference book for this purpose.

"The person operating the radio has to know and understand the radio system/frequency on which he wants to communicate," Mitchell explained. "And every agency has different types of radios because their needs are different. So you have to become familiar with the various radio systems."

Mitchell, who is the telecommunications systems coordinator for Valley and Golden Gate Divisions and has air operations as one of many special projects, says he gets "a lot of input from the guys in the field" when it comes time to write bid specifications for the new equipment.

"They (the field officers) let me know what their operational requirements are, and I pull it all together," he explained, adding that the venture is a continual joint effort between CHP Air Operations and Telecommunications Sections.

Mitchell emphasized that extensive testing of equipment is done "to make sure it's right and meets the specs. We have to make sure what we put in the aircraft actually meets our needs and is in compliance with state and federal regulations."

## *Fixed-Wing vs. Helicopter Radios*

With the exception of Air 83 in Barstow, which is currently outfitted with fully synthesized, operator programmable radios (minus the UHF band), most of CHP's seven-fixed wing planes feature less sophisticated equipment than that found on the helicopters. Sergeant Jack Becker, Central Division's aerial supervisor, explained why.

"Generally speaking, the fixed-wings are used mainly to support CHP operations," he said. "Radio communication, therefore, is largely intra-departmental, meaning that they mainly use CHP frequencies—usually only 10 to 12."

The front half of the rear cabin features headsets for each passenger.

Helicopters, in contrast, are more often used for public service and therefore have a greater need for the unlimited frequency capacities the new synthesized radio systems provide. In fact, Becker, I.D. 5161, said that on a normal day of routine patrol, CHP helicopter observers usually work 15 frequencies at once.

Becker did note that new fixed-wing planes scheduled to arrive in Central Division and El Centro Areas this year will also have radios similar to those in the copters because some of their missions do entail public service, and CHP wants to be able to assist and communicate with other agencies during such quests.

Other future possibilities include the satellite navigational system, which should eventually replace the Loran "C" system currently in use, and automatic directional finder (ADF) systems for every radio on each aircraft. ADF will allow the pilot to home in on any available radio signal, according to Mitchell.

Mitchell is also interested in developing audio logging recorders by which the pilots/observers can simply talk into their helmet-mounted microphones and record information rather than having to jot it down—a process which, as Mitchell pointed out, can be dangerous because of the distraction it incurs.

The rear cabin audio mixture unit features a touch tone dialer, which allows access to the ODT (green) phone line.

Mitchell noted that the CHP's new French helicopter, the Astar 350B, will be equipped "just like the Bells," with the addition of a navigational system called DME (distance measuring equipment). DME allows the pilot to determine the time, distance and actual groundspeed to or from a navigational radio station, he said.

## C.H.P. REMOTE SITES
## DIVISION SEQUENCE

From RENE (CA-SC-018):

| DIVISION | | DISPATCH | REMOTE SITE | CONTROL | FREQS. |
|---|---|---|---|---|---|
| NORTHERN | 1 | HUMBOLDT | CAMP 6 | 72.22 | 74.14 |
| | | HUMBOLDT | HAZELVIEW | 72.26 | 74.10 |
| | | SUSANVILLE | HAPPY CAMP | 72.26 | 74.50 |
| | | SUSANVILLE | SURPRISE VALLEY | 74.14 | 74.50 |
| NORTHERN | 1 | UKIAH | POINT ARENA | 73.22 | 74.14 |
| VALLEY | 2 | CHICO | JARBO GAP | 72.26 | 73.42 |
| VALLEY | 2 | CHICO | OREGON PEAK | 74.10 | 75.78 |
| VALLEY | 2 | SACRAMENTO | PILOT HILL | 72.46 | 74.10 |
| GOLDEN GATE | 3 | SANTA ROSA | SEAVIEW RIDGE | 954000 | 957.600 |
| CENTRAL | 4 | BAKERSFIELD | OAK FLAT | 954.650 | 958.250 |
| BORDER | 6 | EL CENTRO | BOULDER PEAK | 73.22 | 74.50 |
| BORDER | 6 | INDIO | BLACK METAL MTN. | 72.12 | 75.64 |
| BORDER | 6 | SAN DIEGO | WOODSON MT. | 72.46 | 75.78 |
| COASTAL | 7 | MONTEREY | INGRAM RANCH | 74.14 | 75.82 |
| | | MONTEREY | LITTLE RIVER HILL | 72.10 | 74.10 |
| | | SAN LUIS OBISPO | BONNIE BLUFF | 953.600 | 957.200 |
| COASTAL | 7 | VENTURA | GEARY HILL | 154.695 | 155.445 |
| INLAND | 8 | BARSTOW | CLARK SUM. | 72.26 | 73.22 |
| | | BARSTOW | SAC. MT. | 73.42 | 74.50 |
| | | BARSTOW | YUCCA VALLEY | 953.050 | 956.650 |
| | | BISHOP | ROGERS PEAK | 72.06 | 75.82 |
| INLAND | 8 | BISHOP | SONORA JUNCTION | 73.22 | 74.10 |

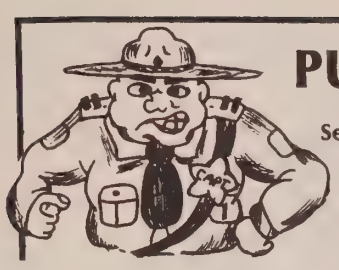
From Robert (CA-OR-026)

I have enclosed various items that are new and/or revised for the Orange County area:

153.740 Cal State Fullerton Police base now ID's as Station 13.
470.3125 Fullerton City Frequency (F-2) has been heard with units testing, however no other traffic.
155.400 Life Flight dispatch frequency for southern California area. When dispatched to an Orange County call, they usually switch to Tac 2 (46.06) for ground contact.
852.1125 Fullerton School District (buses and misc.)
855.2625 & 855.2875 Irvine Company
851.0625 Orange County GSA units. I have monitored Station 1 (Communications), Station 3 (Transportation) and Station 4 (Solid Waste). Some Red channel simul-cast also heard.
154.600 Used by undercover security at J.C. Penney stores.
469.0625 Voice Pagers used at Target (Anaheim) store.
854.6625 Fun Bus (Base ID's as "Fun Bus Base").
462.000 Daily News Tribune frequency can be deleted from your files as the paper is no longer published.
861/862/863/864/865.8625 Southland Ambulance (Trunked system).
856/857/858/859/860.4875 OCTD Buses (Trunked system).
856/857/858/859/860.7375 Cal Trans (Trunked system). Units from various districts have been monitored (From Orange County to the Valley).

The following frequencies are licensed but I have not heard any traffic:

450.1125 KDOC-TV, Anaheim
464.625 Cypress Community College KNFB765
851.9375 Cypress School Distric WZZ492
851.4125 Westminster School District KRR484
852.4875 Yorba Linda School District WGH658



# PUBLIC SAFETY — SOUTH EAST:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Florida, Georgia, N. Carolina, S. Carolina, W. Virginia and Virginia:

John Dorsey, P.O. Box 101, Quinton,VA 23141

There's a new land navigation system just hitting the market, the Etak Navigator, that can do wonders for speeding response time for emergency vehicles. It's basically an inertial guidance system with sensors on non-driven wheels and a few other goodies the manufacturer isn't talking too loudly about. It ties the guidance system to a computerized map that places your vehicle in the center of the screen. As you move, so does the map. The greatest error (50 feet) shows up on long straight-aways. The more turns you make, the more chances the system has to correct itself.

The information based on Geodetic maps, aerial photos, etc. is stored in cassettes. How large an area each cassette covers wasn't stated in the articles we've read on the critter (June '85 Popular Science and Sept-Oct '85 Rescue News.) For Public Safety use, there's a bug in the system: You have to stop your vehicle to set up a new cassette. We've got a feeling that the basic system will be rapidly upgraded. If you were to replace the cassette system with a hard-disc storage system, you could program half of a well-populated state in memory.

Two major differences in the Etak and other systems we've seen are that the Etak is an on-board method- the more sophisticated guidance systems work through a computerized radio-locator network- and the cost, the large-screen Etak sells for about $1500.

In the 1985 Police Call we've noted some new Virginia State Police bases on 158.985 in Northern Virginia. We'd appreciate an update from the area.

Editor's Update: Richmond VA Rescue: Add Tuckahoe Rescue to the NW corner of the City. Tuckahoe operates on 155.235.

We've noted that all of our recent Central Virginia Fire coverage does an excellent job of covering the communications systems, but fails to locate the individual stations in the area. We plan to correct that problem right now - our info might be a bit dated- corrections greatly appreciated.

RICHMOND VA FIRE, ENGINE COS (ALSO 7 Ladder Co's)

1- Church Hill
5- W Leigh St
6- Oregon Hill
8- Fulton Hill
10- Lombardy & Broad
11- N Church Hill
12- West End
13- Commerce Rd
14- Chamberlayne
15- Highland Pk
16- Chamberlayne & North
17- Forest Hill Ave
18- Hamilton
19- Grove & Maple
20- Westover & Forest Hill
21- Petersburg Pike
22- Broad Rock Rd
23- Midlothian Pike
24- Forest Hill
25- Huguenot Rd

CHESTERFIELD COUNTY

1- Chester
2- Manchester
3- Bensley
4- Bon Air
5- Midlothian
6- Enon
7- Clover Hill
8- Matoaka
10- Wagstaff
11- Dale
12- Ettrick
13- Winterpock
14- Dutch Gap

HANOVER COUNTY

1- Ashland
2- Beaverdam
3- E Hanover
4- Doswell
5- Hanover CH
6- Henry
7- Mechanicsville
8- Montpelier
10- Chicahominy (Proposed)
11- Farrington (Glen Allen)
12- Black Creek

GOOCHLAND COUNTY

1- Manakin
2- Crozier
3- Centerville
4- Fife
5- Goochland CH
6- Hadensville

HENRICO COUNTY

1- Azeala
2- Darbytown
3- Highland Springs
4- Varina
5- Lakeside
6- Eastover Gardens
7- Glennwood
8- Tuckahoe
9- Quioccasin
10- Horsepen
11- Hungary Rd
12- West End Manor

FLORIDA, HILLSBOROUGH COUNTY (From Unidentified contributor)

POLICE

| | | |
|---|---|---|
| Ch-1 | 154.650/155.190 | Patrol, Digital and Voice |
| Ch-2 | 155.130/155.685 | Primary Voice |
| Ch-3 | 154.950 | Emergency Coordination |
| Ch-4 | 154.785/155.520 | Patrol, Digital and Voice |
| Ch-5 | 155.370 | Intercity |
| Ch-6 | 155.010/155.655 | Operational |
| Ch-7 | 460.350 | D.V.P. |
| | 155.535 | State Attorney |
| | 158.730/159.030 | U.S.F. |
| | 154.830/155.565 | Temple Terrace & Plant City |

FIRE

| | | |
|---|---|---|
| Ch-1 | 154.130 | Dispatch South of I-4 |
| Ch-2 | 154.175 | Dispatch North of I-4 |
| Ch-3 | 154.250 | Use not Shown |
| Ch-4 | 153.830 | 10-watt |

SPECIAL EMERGENCY

| | |
|---|---|
| 155.325 | Inter-Hospital Network |
| 155.220 | County Ambulance |
| 463.000 | Med-1 E.M.S. |
| 463.025 | Med-2 E.M.S. |
| 463.050 | Med-3 St Petersburg Medic |
| 463.075 | Med-4 Morton Plant Hosp, Clearwater, Tampa |
| 463.100 | Med-5 Clearwater Community |
| 463.125 | Med-6 Largo Dispatch |
| 463.150 | Med-7 E.M.S. |
| 463.175 | Med-8 E.M.S. |

(Editor- Although not listed, Med-9, 462.950 and Med-10, 462.975 will very likely be in use.)

458.025 458.075 458.125 458.175 are Portable-to-Mobile E.M.S. channels.

We huffed and we puffed- but we still couldn't put together much of a column this month. You folks are falling down in my work! I must confess we have some very interesting information in our files. The reason we can't use it is that somewhere in the sands of Egypt is a stone that has to be used to decipher it. Your old Editor has to fight this typing machinery- He'd appreciate it if you contributors would, also. There's no sense in doing all that work and coming up with a finished product that can't be used.

Make an addition to the subjects we plan to write about- our Rescue Squad has just ordered two (one high-band, one low-band) synthesized Command Post radios. They're 16 channel sets, half of which are user-programmable. Pretty high-class stuff for country folks. Will describe them in a future issue.

PLEASE, LET'S HEAR FROM YOU!

# PUBLIC SAFETY WEST

**SEND PUBLIC SAFETY AND SPECIAL EMERGENCY FREQUENCIES, RADIO SYSTEM DETAILS AND QUESTIONS FOR ALASKA, ARIZONA, COLORADO, HAWAII, IDAHO, MONTANA, NEVADA, NEW MEXICO, OREGON, UTAH, WASHINGTON AND WYOMING TO:**

**GEORGE N. HOGGATT, 17473 E. 16TH DR., AURORA, CO 80011**
ELECTRONIC MAIL: <COMPUSERVE:75376,673> <DELPHI:JORG> <SOURCEMAIL:BBZ812>

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## NEW MEXICO Mike (MI-152)

The following is courtesy of the New Mexico State EMS Office. Thank you to them for their cooperation. Reprinted by permission. Unit numbers not shown are not assigned.

MOBILE/PORTABLE UNIT NUMBERS
MEDICAL SYSTEM MOBILE RADIO I.D. NUMBERS
2100–PMS Special Vehicle
2101–Embudo Ambulance
2102–Nageezi Health Center CAHC
2103–Coyote Health Center CAHC
2104–Cuba Health Center CAHC
2105–Cuba Health Center CAHC
2106–Embudo Valley Health Clinic
2107–Nageezi Health Center CAHC
2108–Coyote Health Center CAHC
2109–Torreon Health Center CAHC
2110–Taos Rescue Unit
2111–Taos County Ambulance Association of Paramedical Professionals
2112–Taos Ambulance Service
2113–Cuba Ambulance
2114–Coyote Health Center CAHC
2115–Cuba
2116–Cochiti Lake Ambulance
2117–Cuba
2118–PMS
2119–Taos Ambulance Service Inc.
2120–PMS
2122–Cuba CAHC
2123–Cuba CAHC
2124–Pecos Ambulance
2125–Taos County Ambulance Association of Paramedical Professionals
2126–Cuba CAHC
2127–Cuba CAHC
2128–Cuba CAHC
2129–CAHC Huerfano
2130–PMS, Taos Pharmacy Car
2131–Cuba Paging Unit
2132–Cuba Paging Unit
2133–PMS, Hand Held
2134–PMS, Hand Held
2135–PMS, Hand Held
2136–PMS, Hand Held
2137–PMS, Pack Set
2138–PMS, Hand Held

2139–Pms, Hand Held
2140–DO NOT ASSIGN
2141–Picuris Pueblo
2148–Dulce Community Health Center
2149–Santa Fe PHS, Van
2150–Dulce Ambulance #2
2151–Santa Fe PHA, Sedan
2152–Dulce, Hand Held
2153–Dulce, Hand Held
2154–Taos Ambulance Service Inc.
2155–Taos – (Holy Cross)
2156–Cuba, Hand Held
2157–Cuba, Hand Held
2158–Cuba, Hand Held
2159–Cuba, Hand Held (stolen)
2160–Cuba, Hand Held
2161–Lybrook Volunteer Fire
2162–Lybrook Volunteer Fire
2163–Cuba, Hand Held
2164–Cuba, Hand Held
2165–Cuba, Hand Held
2166–Lybrook Volunteer file and Rescue
2167–Grants FD
2168–Eunice Ambulance
2169–Eunice Ambulance
2199–C and H Ambulance
2200–Emergency Medical Assoc.
2201–Santa Fe Hondo fire Dist.
2202–Hondo Rescue
2203–Laguana Pueblo
2204–Laguana Pueblo
2205–Laguana Pueblo
2207–Canoncito
2208–Cimarron
2209–Cimarron
2210–Truchas Mountain Ambulance
2211–State Penitentiary
2212–Tatum #3
2213–Mescalero
2214–Mescalero
2215–Truchas Mountain Ambulance
2216–Tierra Amarillo Clinic
2217–San Juan and Santa Clara Pueblos
2218–Santo Domingo Pueblo
2219–Socorro Fire Department
2220–Texico
2221–Melrose
2222–Rosebud
2223–Amistad
2224–Mountain Ambulance – Penasco
2225–Columbus Ambulance Service
2226–Grants/Milan Aid Ambulance
2227–San Juan and Santa Clara Pueblo
2228–Cerrillos, Turquoise Trail VFD
2229–Cerrillos, Turquoise Trail VFD
2230–Emergency Medical Associates
2231–Espanola FD
2232–Dona Ana VFD #1
2233–Cloudcroft
2234–Tesuque FD
2235–Tesuque FD
2236–Tesuque FD
2237–Grants/Milan
2238–Grants/Milan
2239–Jarales FD
2240–Roswell
2241–Roswell
2249–Roswell FD – Rescue #2
2250–Roswell FD
2251–St. Johns Search and Rescue
2252–St. Johns Search and Rescue
2253–St. Johns Search and Rescue
2254–St. Johns Search and Rescue
2257–Estancia Fire Rescue
2258–Carlsbad
2259–Carlsbad
2260–Carlsbad WIPP Site
2262–Rio Arriba County Amb.
2263–Rio Arriba County AMb.
2264–Rio Arriba, Hand Held
2265–Rio Arriba, Hand Held
2267–Hobbs
2268–Hobbs
2269–Hobbs
2270–Roswell Paramedic Service
2271–Roswell Paramedic Service
2275–San Antonia Rescue
2276–Acoma Pueblo
2277–Acoma Pueblo
2295–WMSR McAfee Clinic
2296–WMSR McAfee Clinic
2297–WMSR McAfee Clinic
2298–WMSR McAfee Clinic
2299–WMSR McAfee Clinic
2300–PMS Technicians
2359–Questa, Portable
2360–Sangre De Cristo
2361–Sangre De Cristo
2362–Sangre De Cristo
2371–Aids Ambulance Las Vegas
2372–Sacramento FD Rescue
2373–Angel Fire SAR
2374–Las Vegas, Hand Held
2375–Las Vegas State Hospital
2376–Lovington FD
2377–Lovington FD (reserved)
2378–Angel Fire Ambulance #2
2379–Angel Fire Ambulance
2380–Angel Fire Ambulance
2381–Eagle Nest
2382–San Luis Health Center – North
2383–Questa Health Center – North
2384–San Luis Health Center – North
2385–Antonito Health Center – North
2386–Antonito Health Center – North
2387–Questa Ambulance – PMS Health Center
2388–Antonito Health Center – North
2389–Antonito Health Center – North
2390–Antonito Health Center – North
2391–San Luis Health Center – North
2392–San Luis Health Center – North
2393–San Luis Health Center – North
2394–San Luis Health Center – North
2395–Red River Ambulance
2396–Questa Health Center
2397–San Luis Health Center – North
2398–Todd Reed – Ruidoso
2399–Doug Smith – Socorro
2400–Lordsburg Ambulance Rodeo
2401–Cotton City/Animas Amb.
2402–Lordsburg Ambulance #2
2403–Lordsburg Ambulance #3
3404–Hatch Ambulance #1
2405–Alto
2406–Ruidoso Ambulance #1
2407–Artesia Ambulance #1
2408–Deming Ambulance
2409–Carrizozo Ambulance
2410–Magdelena Ambulance
2411–Las Vegas
2412–Raton Ambulance

2413–Springer Ambulance
2414–Las Vegas Ambulance
2415–Lovington Ambulance #1
2416–Lovington Ambulance #2
2417–Eunice Ambulance
2418–JAL Ambulance
2419–Tatum Ambulance #1
2420–Deming Ambulance
2421–Edgewood
2422–Hagerman Ambulance
2423–Tinnie–Hondo Valley Amb.
2424–Santa Fe FD
2425–Santa Fe Rescue Ambulance
2427–Alamogordo Ambulance
2428–Corona Ambulance
2429–Acomita Ambulance
2430–Chama Ambulance
2431–Tierra Amarilla Ambulance
2432–Alamo Reservation Ambulance
2433–T or C – Sierra County Rescue #1
2434–Mescalero Ambulance
2435–Loving Fire Dept. and Rescue
2436–Clayton Ambulance #3
2437–T or C Sierra County Rescue #2
2438–Tatum Ambulance #3
2439–T or C – Sierra County Rescue #2
2440–Ft. Sumner Ambulance
2441–Portales Ambulance
2442–Ft. Sumner Ambulance
2443–Vaughn Ambulance #1
2444–Tucumcari Ambulance #1
2445–San Jon Ambulance
2446–Logan Ambulance #1
2447–Vaughn Ambulance #2
2448–Mora Ambulance
2449–Roy Ambulance
2450–Maxwell Ambulance
2451–Philmont Ambulance
2452–Clayton Ambulance #2
2453–Des Moines Ambulance
2454–Clayton Ambulance #1
2456–Grant/Milan Ambulance
2457–Jemez Springs Ambulance
2458–Laguana Ambulance
2459–Grants Ambulance
2460–Grants Ambulance
2461–Farmington – San Juan
2462–Cerrillos Rescue
2463–Pojoaque Rescue
2464–Dulce Ambulance
2465–Reserve Ambulance
2466–Reserve Ambulance
2467–Quemado FD
2468–Glenwood Ambulance
2469–Capitan Ambulance
2470–Belen Ambulance
2471–Belen Valley Ambulance
2472–Moriarity–Torrance Co. Amb.
2473–Isleta Pueblo Ambulance.
2474–Rio Rancho Ambulance
2475–Rio Rancho Ambulance
2476–Cloudcroft Ambulance
2478–White Sands Ambulance
2479–Santa Rosa Ambulance #1
2480–Santa Rosa Ambulance #2
2482–NASA Ambulance
2483–NASA Ambulance
2482–NASA Ambulance
2485–Playas Clinic Ambulance
2486–Playas Clinic Ambulance
2487–Las Cruces Three Crosses Ambulance
2488–Las Cruces Three Crosses Ambulance
2489–Las Cruces Three Crosses Ambulance
2490–Hatch Ambulance #2
2491–Hobbs Ambulance
2492–Hobbs Ambulance
2493–Hobbs Ambulance
2494–Hobbs Ambulance
2495–Tucumcari Ambulance #2
2496–Tucumcari Ambulance
2498–Artesia Ambulance #2
2499–Artesia Ambulance #3
2500–Grants – Traffic Safety Ambulance
2501–Ruidoso Ambulance
2502–Ruidoso Ambulance
2503–National Radio Astronomy, Somonmo
2504–Corrales Fire Rescue Tel
2505–Corrales FD
2506–Logan Ambulance #2
2507–Rio Grande Estates
2508–Sandoval County, Hand Held, Foothills FD
2509–Sandoval County, Hand Held, Foothills FD
2510–Sandoval County, Hand Held, Foothills FD
2511–Albuquerque Fire Dept. Tel Pak
2512–Albuquerque Fire Dept. Tel Pak
2513–Albuquerque Fire Dept. Tel Pak
2514–Albuquerque Fire Dept. Tel Pak
2515–Albuquerque Fire Dept. Tel Pak
2521–Bernalillo Co. Rescue Tel Pak
2522–Bernalillo Co. Rescue Tel Pak
2523–Bernalillo Co. Rescue Tel Pak
2524 Bernalillo Co. Rescue Tel Pak
2525–Bernalillo Co. Rescue Tel Pak
2526–Bernalillo County Rescue #6
2527–Bernalillo County Rescue #7
2528–Bernalillo county Dist. #5
2529–Silver City Ambulance
2530–Silver City Ambulance
2531–Silver City Ambulance
2532–Silver City Ambulance
2533–Estancia–Torrance County Ambulance
2534–Ramah Navajo Ambulance
2535–Pine Hill – Ramah
2536–Alamo Navajo Reservation Ambulance near Socorro
2537–Canoncito ACL Hospital Ambulance
2538–Jemez Pueblo Ambulance
2539–Ramah Navajo Ambulance
2540–Zuni Pueblo Ambulance
2541–ACL Hospital (nurse)
2542–Farmington Ambulance Tel Pak
2543–Farmington Ambulance Tel Pak
2544–Farmington Ambulance Tel Pak
2545–Rio Rancho Ambulance Tel Pak
2546–Las Cruces Three Crosses Ambulance
2547–Las Cruces Three Crosses Ambulance
2548–Las Cruces Three Crosses Ambulance
2549–Las Cruces Three Crosses Ambulance
2550–Los Alamos Fire Dept./Amb.
2551–Los Alamos Fire Dept./Amb.
2552–Los Alamos Fire Dept./Amb.
2553–Los Alamos Fire Dept./Amb.
2554–Los Alamos Fire Dept./Amb.
2555–Carlsbad Ambulance #1
2556–Carlsbad Ambulance #2
5557–Carlsbad Ambulance #3
2558–Carlsbad Ambulance #4
2559–Carlsbad Ambulance #5
2560–Rio Arriba County Ambulance
2561–Rio Arriba County Ambulance
2562–Dexter Ambulance
2563–Roswell FD and Rescue
2564–Roswell Associated Amb.

2565–Roswell Associated Amb.
2566–Lovign Ambulance
2567–Roswell Associated Amb.
2570–Nambe Pueblo Ambulance
2571–Isleta Pueblo ambulance #2
2572–SAC Peak Ambulance–Sunspot
2573–Thoreau Fire Rescue
2574–Zuni Pueblo Ambulance
2575–Grady Fire Rescue
2576–Socorro Ambulance
2577–Clovis Ambulance
2578–Clovis Ambulance
2579–Clovis Ambulance
2580–Clovis Ambulance
2581–Clovis Ambulance
2582–Clovis Ambulance
2583–Clovis Ambulance
2584–Clovis Ambulance
2585–Clovis Ambulance
2587–Portales Ambulance
2588–Portales Ambulance
2589–Nose Rock Phillips Petroleum
2590–Kaiser Steel Corp., Raton
2591–Los Lunas El Cerro Rescue
2592–Belen Valley Ambulance
2593–Belen Valley Ambulance
2594–Belen Valley Ambulance
2595–Los Lunas Corrections Infirmary
2596–Taos Search and Rescue
2597–Placitas Rescue
2598–Socorro, Doctors Reid and Maxwell
2600–Chama Doctor, Hand Held
2601–Tierra amarilla doctor, Hand Held
2602–EMS Bureau–Communications Coordinator
2603–State Medical Director
2604–EMS Bureau – Training
2606–Las Cruces three Crosses Ambulance
2607–Las Cruces three Crosses Ambulance
2608–Las Cruces three Crosses Ambulance
2610–Ft. Sumner–Dr. Lewis
2611–EMS Reg. 2
2612–EMS Bureau Staff Car
2613–EMS Bureau Training Coor.
2614–EMS Health Services Reg. 3
2615–EMS Reg. 3
2616–EMS Reg. 3
2617–Lordsburg Amb/Rescue
2618–Animas Fire Rescue
2619–Rio Arriba, Espanola
2620–Lordsburg, Hand Held
2621–Lordsburg, Hand Held
2622–Lordsburg, Hand Held
2623–Lordsburg, Hand Held
2624–Wagon Mound
2625–Wagon Mound
2626–Cimarron Ambulance
2627–Cimarron Ambulance
2628–Gallup
2629–Gallup
2630–Gallup
2631–Gallup
2632–Gallup
2633–Wagon Mound (Port.)
2634–Wagon Mound (Port.)
2635–United Nuclear, Grants
2636–United Nuclear, Grants
2637–Santa Fe FD
2638–Taos Search and Rescue
2639–Bill Van Hess (Tac Tec)
2647–Taos SAR
2650–Lordsburg Ambulance/Rescue (port.)
2651–Lordsburg Ambulance/Rescue (port.)
2662–Dulce, Doctor
2663–Dulce, Field Health Nurse
2664–Dulce, Special Use
2665–Dulce, Clinic Use
2666–Dulce, Clinic Use
2667–Dulce Health Clinic
2668–Dulce Health Clinic
2687–Wings of Life (Albq)
2688–Wings of Life (Albq)
2689–ACRA Emergency Net
2690–EMS Academy
2691–UNM School of Medicine
2692–UNM School of Medicine
2693–EMS Academy, Hand Held
2694–EMS Academy, Hand Held
2695–EMS Academy, Hand Held
2696–EMS Bureau, Portable
2697–EMS Bureau, Portable
2698–Martin Vigil
2700–Albuquerque Ambulance
2701–Albuquerque Ambulance
2702–Albuquerque Ambulance
2703–Albuquerque Ambulance
2704–Albuquerque Ambulance
2705–Albuquerque Ambulance
2706–Albuquerque Ambulance
2707–Albuquerque Ambulance
2708–Albuquerque Ambulance
2709–Albuquerque Ambulance
2710–Albuquerque Ambulance
2711–Albuquerque Ambulance
2712–Albuquerque Ambulance
2713–Albuquerque Ambulance
2714–Albuquerque Ambulance
2715–Albuquerque Ambulance
2716–Albuquerque Ambulance
2717–Albuquerque Ambulance
2718–Albuquerque Ambulance
2718–Albuquerque Ambulance
2720–Albuquerque Ambulance
2721–Albuquerque Ambulance
2722–Albuquerque Ambulance
2723–Albuquerque Ambulance
2724–Albuquerque Ambulance
2725–Albuquerque Ambulance
2726–Albuquerque Ambulance
2727–Albuquerque Ambulance
2728–Albuquerque Ambulance
2729–Albuquerque Ambulance
2730–Albuquerque Ambulance
2731–Albuquerque Ambulance
2732–Albuquerque Ambulance
2733–Albuquerque Ambulance
2734–Albuquerque Ambulance
2735–Albuquerque Ambulance
Medivac 1–Santa Fe Army Nat'l Guard
Medivac 2–Santa Fe Army Nat'l Guard
Lifeguard 1–UNM/BCMC

MOUNTAIN TOP REPEATERS
Tesuque
San Antonio
Turkey
Sierra Grande
La Mosca
West Mesa (Med 3)
UNM–BCMC (Med 2)
Wingate
Huerfano
Carlsbad
Elida
Moon Ranch

Davenport
Eureka mesa
Archuleta Mesa
Brushy Mountain
Roof Butte (Navajo)
Adrian (Texas)
Dezza Bluff (Navajo)
Black Rock (Navajo)
Ramah (Navajo)
Buck Mountain
Palomas
Maljamar
Caballo
Jacks Peak
Socorro "M"
Rabbit Peak
Benson Ridge
Tatum
Wheatland
Gallinas
Rosebud
Touch-Me-Not
San Francisco Divide
Mt. Franklin (Texas)

These sites use the standard UHF medical frequencies unless otherwise indicated.

STATEWIDE ALPHA CODES
Alpha 1 Critical
Alpha 2 DOA
Alpha 3 Attempted Suicide
Alpha 4 Rape Victim
Alpha 5 Assault Victim
Alpha 6 Shooting Victim
Alpha 7 Stabbing Victim
Alpha 8 Overdose
Alpha 9 Difficult Patient
Alpha 10 Cardio Pulmonary Arrest

10-CODES Standard except:
10-12 Officials or visitors present
10-14 Transport
10-30 Unauthorized transmission
10-33 Emergency
10-40 Available for call
10-42 At Home
10-44 Auto accident no injuries
10-45 Auto accident with injuries
10-49 Any traffic?
10-50 No traffic
10-87 Meet at
10-97 Arrival
10-98 Assignment done
10-99 Unable to read you

ESTIMATED FLYING TIMES FOR LIFEGUARD 1
EMS Chopper 1-800-MEDLIFT

| | | | |
|---|---|---|---|
| Alamosa | 1:20 | Quemando | 1:00 |
| Belen | 1:00 | Roswell | 1:20 |
| Chama | 1:00 | Santa Fe | 0:25 |
| Clines Corners | 0:25 | Socorro | 0:35 |
| Crown Point | 0:45 | Zuni | 1:05 |
| Dulce | 1:05 | Taos | 0:55 |
| Edgewood | 0:10 | Tucumcari | 1:20 |
| Estancia | 0:20 | Santa Rosa | 0:55 |
| Gallup | 1:00 | Raton | 1:25 |
| Jemez | 0:20 | | |
| Las Vegas | 0:40 | | |
| Mountainair | 0:20 | | |

As part of the price to print this information, The EMS Bureau would like to have the following printed:

Statewide New Mexico Poison Center 1-800-432-6866 or in Albuquerque 505-843-2551

Be prepared to give the following information:

1 Name and amount of poison taken
2 Time since ingestion
3 Patients age, sex and weight
4 Symptoms present
5 Actions taken prior to call

# PUBLIC SAFETY — NORTH CENTRAL:

**Send Public Safety and Special Emergency frequencies, radio system details and questions as follows — Iowa, Kansas, Missouri, Nebraska, N. Dakota, S.Dakota, and Minnesota:**

**Rudy Brockmueller, RR 2, Box 50, Freeman, SD 57029**

This column will close my short tenure as editor of the North Central area. I have enjoyed the experience and also learned a great deal. The support of the various readers and the newsletter leadership was very much appreciated. Thank You, to all of you who made the various columns possible.

As has already been stated in a previous newsletter, I have accepted a leadership position on the state unit of Mennonite Disaster Service. This position is an unpaid volunteer position, but it will require more of my time than I previously gave as a lay worker in the organization.

Mennonite Disaster Service is an organization that involves nearly all sects of the Mennonite Church in North America. We try to respond to nearly every type of disaster that may occur (fire, flood, tornado, etc.), to offer the victims assistance in the clean-up of their property and in some cases to aid in the reconstruction of their property. Many times the assistance that we can give is enough to help them overcome a hardship they cannot afford.

Just recently we have been at the receiving end of assistance from others when my home church was destroyed by fire. Even though the physical loss of the building was great ($500,000+), the fact that it was caused by arson, made it more difficult to accept.

I heartily urge you to support the editor in his job. He cannot be successful without your contributions. I believe that an introduction to the new editor will come in the next newsletter.

This time we have contributions from three readers. Take the time to read their material and send in your additions and any corrections that you may find. Thank You.

IOWA-
Susan (MI-138) monitored these frequencies on a two week vacation in Iowa this past summer.

| | | |
|---|---|---|
| | | <u>Sioux City Area</u> |
| 155.220 | KNEH259 | Siouxland Health Service |
| | KUB734 | Marian Health Center |
| 460.175 | KXR709 | Sioux City PD |
| 460.075 | KXR709 | Sioux City PD |
| 163.250 | KUB734 | Marian Health Center paging |
| 154.250 | KAB991 | Sioux City Fire Department |
| 155.730 | KSS328 | Woodbury County Sheriff |
| 155.535 | KSS328 | Woodbury County Sheriff |
| 155.910 | KSS328 | Woodbury County Sheriff |
| 155.160 | KCQ226 | Midwest Intercity Ambulance |
| | | <u>Ames Area</u> |
| 155.340 | KCE839 | EMS |
| 155.400 | KCE839 | EMS |
| 155.220 | | medical |
| 155.175 | | Life Flight |
| 155.475 | WZZ236 | Ames Police Department |
| 155.640 | | Iowa Highway Patrol |
| 155.790 | | Iowa Highway Patrol |
| 155.445 | | Iowa Highway Patrol |
| 155.505 | | Iowa Highway Patrol air ops. |
| 155.970 | KVJ446 | IHP weight enforcement |
| 460.200 | KAB216 | Iowa State University PD |
| 154.340 | KWF753 | Westory Fire Department |
| 154.220 | KNFQ530 | Ames Fire Department |

MISSOURI-

St. Louis area news and corrections by M. Redman, MO-002:

Corrections to an item that appeared in the February, 1985 Newsletter: The ten-code attributed to St. Louis County municipal departments is used by St. Louis County PD; the ten code noted for use by St. Louis County PD is used by the Jennings (and possibly Municipal Radio System [MRS]) Police Department.

I also have more information on the July, 1985 article concerning the new system for the St. Louis Police Department. Apparently, Leonard's report came from a newspaper account, and as such a few of the facts of interest to the monitoring enthusiast were omitted. As I understand it, the bond issue that was passed will finance a completely new trunked 800 Mhz. system for the City of St. Louis. It will include police, fire, streets, lighting, and all the stuff that is scatterred about the VHF and UHF bands at present. The oldest equipment is the Police system, which still uses the same repeaters bought about 1970. They plan to add a computer aided dispatch system, something St. Louis County has had for 4 years. It is doubtful if the 9-1-1 system (which now displays the caller's number) will be converted to ALI (Automatic Location Identification) since this would have to be done by the telephone company (rather than an in-house CAD system) and would be prohibitive, costwise. While CAD will improve response time somewhat, most dispatchers and officers are so familiar with city locations, basically unchanged for 25 years, that computer assistance if really not required. The article apparently reflected the old story about how 'burglars won't be able to hear the transmissions'. That's the same story the salesmen told them in 1969 when they went to UHF. The FLAIR system, which allowed the dispatcher to track the cars, was turned off a few years back, because the system needed to be upgraded and there was no money to do it. I am not sure who can make a trunked system to fit the city's needs, since it would need a remote satellite voting system, and to date, none of the trunked systems feature this option. It would be impossible to reach portables across St. Louis from 20 repeaters atop the police headquarters. The $11 million includes, I believe, funds to replace the city's 1945 siren warning system with a brand new electronic siren system, like St. Louis County's network. So, it looks like the new city system is still a year or two away.

St. Louis County:
The Highway Department's radio system has been upgraded from the old splitband system (37.920 in / 151.100 out) to a completely high band system. I designed it so that, through satellite voting systems, with high band receivers at the microwave sites, both the old 37.920 and new 159.000 inputs operate simultaneously. This allows them to slowly phase out old equipment, and it sounds great.

Other new repeater frequencies for the Department of Highways and Traffic include 150.995 Mhz. and 151.115 Mhz., with inputs of 158.895 Mhz. and 159.015 Mhz., scheduled for implementation in the next year ot so. The call sign for new system components is KNFU 316.

The new Civil Preparedness repeater system should be on the air by the time you read this. In the first inter-service sharing agreement in Missouri, the Office of Civil Preparedness is licensed on 156.120 transmit and receive (direct) and 153.980 in / 156.120 out. Satellite receivers are provided at the microwave sites, which makes this a portable to portable system anywhere in St. Louis County. The system call sign is WNAD 424.

The new city of Maryland Heights is temporarily operating on an 800 Mhz. trunked system until their license is approved; then they will use a conventional 800 Mhz. repeater system, the first such

public safety user in St. Louis County.

The Red Cross in St. Louis recently installed a new 330 watt base station in Clayton. The new station has four frequency capability with 47.420 in F1 and new frequency 47.460 in F2. The new channel will eventually be used for routine traffic, paging, blood deliveries, etc. while 47.420 is used for disaster services.

Corrections to Prior Columns by Dr. M. DelFontaine, MO-092:

January 1985: the frequency pair 155.715 TX/153.845 RX shown at the Missouri nuclear power plant sites is used by the Bureau of Radiation Health, a unit of the Missouri Division of Health.

February, 1985: regarding the new 8 channel system being placed into service by the Missouri State Patrol, the pair noted as F8 should read 42.060 TX / 42.060 RX. Also, the first batch of Motorola Syntor radios with this scheme were used in supervisory vehicles only since their technicians could not readily adapt the existing extender radios to them.

Rumor has it that the 1985 purchase of mobiles included G.E. Delta series radios, with a new mobile channel of 42.020 Mhz. It's an educated guess that this might be paired with 42.380. Have any of you heard anything on 42.020? If so, please contact your PS-C North Central editor today! Has anyone heard anything on Missouri State's new mobile allocation of 155.445 Mhz. or the base/mobile allocation of 154.920 Mhz. ?

# PUBLIC SAFETY — GREAT LAKES:

**Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Illinois, Indiana, Wisconsin, Michigan, Kentucky, and Ohio:**

**Jack Waterman, 466 Kings Way, Mundelein, IL 60060**

HI! Welcome to Public Safety/Great Lakes for November, 1985. At the start of last month's column I made a comment about a "short and sweet" effort for October. Little did I realize that this month's effort would be even shorter! For those of you who haven't mastered the foreign language "Column-ese," that translates to: "THE MAILBAG'S EMPTY - SEND DATA." Much more elegant approach, no?

I note in a card from the new General Editor that some readers have objected to the "informal, chatty" style adopted by some editors. Bill has promised to send pertinent comments directly to the editors to whom they apply. But in the meantime, you're all invited [as always] to submit comments about how you'd like the column to change [or remain the same] directly to me. Omit your identity if you'd prefer. There's no point in my turning out a monthly column in a format you all would like changed.

--

**WISCONSIN** It's been several months since I've run a contribution from **Larry** [WI-005]. Regular readers will recall the lists of new and updated licenses **Larry** provides. Here's what I have in my "not run yet" file:

| COUNTY | CITY | SERVICE | OUT | AGENCY |
|---|---|---|---|---|
| Columbia | Pardeeville | PF | 154.145 | Pardeeville Fire Dept |
| Columbia | Pardeeville | PF | 154.295 | Pardeeville Fire Dept [Mutal Aid Freq] |
| Columbia | Poynette | PF | 154.145 | Poynette Fire Dept |
| Columbia | Poynette | PF | 154.295 | Poynette Fire Dept |
| Columbia | Poynette | PF | 154.400 | Poynette Fire Dept |
| Columbia | Wyocena | PF | 154.145 | Wyocena Fire Dept |
| Columbia | Wyocena | PF | 154.295 | Wyocena Fire Dept |
| Columbia | Wyocena | PF | 33.78 | Wyocena Fire Dept |
| Columbia | Wyocena | PF | 154.400 | Wyocena Fire Dept |
| Crawford | Prairie du Chien | PF | 154.310 | Prairie du Chien Fire Dept |
| Crawford | Prairie du Chien | PF | 153.890 | Prairie du Chien Fire Dept |

| | | | | |
|---|---|---|---|---|
| Crawford | Prairie du Chien | PF | 154.295 | Prairie du Chien Fire Dept |
| Dodge | Fox Lake | PL | 155.895 | Fox Lake Local Govt |
| Oconto | Oconto Falls | PP | 155.580 | Oconto Falls Police Dept |
| Oconto | Oconto Falls | PP | 158.790 | Oconto Falls Police Dept |
| Oconto | Oconto Falls | PP | 155.370 | Oconto Falls Police Dept |
| Oconto | Oconto Falls | PP | 155.475 | Oconto Falls Police Dept |
| Sawyer | | PF | 154.235 | Sawyer County Fire Dispatch |
| Sawyer | | PF | 453.0625 | Sawyer County Fire Dispatch |
| Sheboygan | | PF | 154.265 | Sheboygan County Fire Dispatch |
| Sheboygan | | PF | 154.295 | Sheboygan County Fire Dispatch |
| Walworth | Delavan | PP | 453.550 | Delavan Police Dept |
| Waukesha | Mukwonago | PF | 154.295 | Mukwonago Fire Dept |
| Waukesha | | PP | 45.86 | Waukesha County Sheriff |
| Waukesha | | PP | 46.02 | Waukesha County Sheriff |

Thanks, **Larry** for another update on new PS licenses in Wisconsin.

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**ILLINOIS** Here's a list of "Secondary" freqs used by several Chicago south suburban police depts. As you know, these are usually worth knowing about for the non-routine traffic they carry. This list was personally hand-delivered to your editor by **Dan** [IL-288] at the last meeting of RCMA Chicago.

South Suburban Chicago PD Secondary Freqs

| | | | | | |
|---|---|---|---|---|---|
| Blue Island | 155.100 | "Citywide" | Harvey | 155.670 | |
| Calumet Park | 154.205 | | Markham | 155.025 | "Band 3" |
| Crestwood | 154.500 | "Band 2" | Riverdale | 154.100 | |
| Dolton | 155.995 | "Service K" | Worth | 155.190 | "Band 2" |
| Harvey | 155.670 | | | | |

We all appreciate your input, **Dan.** Hope to see you at future RCMA Chicago meetings and to run more of your contributions. Welcome to the ranks of PS/GL contributors.

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**ILLINOIS TOLLROAD** Ever since the tollroad "went 800," those of us not lucky enough to have a scanner with 800 mHz capabilities have missed monitoring that agency. I haven't written much about them since the switch. This month I'm lucky to be able to run identifications of the toll plaza's and maintenance buildings for those of you who are "800 enabled." There's also some insight into radio unit identifiers. Thanks to **Kevin** [IL-274], another column regular, for this article.

TOLL PLAZA IDENTIFIERS

Northwest Tollway [I-90]

| | |
|---|---|
| 1 | South Beloit |
| 3* | Cherry Valley |
| 5 | Belvidere |
| 7 | Marengo - Hampshire |
| 9 | Elgin |
| 11* | Route 31 |
| 13* | Route 25 |
| 15 | Route 53 Schaumburg |
| 17 | Devon Ave |
| 19 | River Road - Kennedy Expwy |

East-West Tollway [IL-5]

| | |
|---|---|
| 51 | York Road |
| 53* | Spring Road |
| 55* | Midwest Road |
| 56* | Highland Ave |
| 57* | Naperville Road |
| 59* | Farnsworth Ave |
| 61 | Aurora |
| 63* | Route 31 |
| 65* | DeKalb East |
| 67 | DeKalb West |
| 69 | Dixon |

Tri-state Tollway [I-290]

| | |
|---|---|
| 21 | Waukegan |
| 23* | Half Day Road |
| 25 | Deerfield Road |
| 27 | Willow Road |
| 29 | Touhy Avenue |
| 31 | O'Hare West |
| 32 | O'Hare East |
| 33 | Irving Park Road |
| 35 | Cermak Road |
| 37 | Joliet Road, I-55 |
| 39 | 83rd Street |
| 41 | 163rd Street, Harvey |
| 43 | Westbound I-80 |
| 45 | Eastbound I-80 |
| 47 | Halsted Street |

Maintenance Buildings

| Building | Tollway | Mile Marker | Town or City |
|---|---|---|---|
| M-1 | I-294 | 12.5 | Blue Island |
| M-2 | I-294 | 30 | Hillside |
| M-3 | I-294 | 42 | Park Ridge |
| M-4 | I-294 | 69.5 | Gurnee |
| M-5 | I- 90 | 11 | Arlington Heights |
| M-6 | I- 90 | 36.5 | Hampshire |
| M-7 | I- 90 | 63.5 | Rockford |
| M-8 | IL- 5 | 143 | Naperville |
| M-11 | IL- 5 | 107 | DeKalb |
| M-12 | IL- 5 | 69.5 | Dixon |
| Central Shop | IL- 5 | 152 | Oakbrook |

Radio Unit Identifiers

| | |
|---|---|
| FRANK | Automatic Toll Systems Unit |
| HENRY | General Maintenance Units |
| KING | Toll Services Units |
| M | Maintenance Unit Garages |
| MO | Money Collection Units |
| PC | ? |
| ROBERT | Radio Techs and Dispatchers |
| SS | Sign Shop Units |
| TR | Truck |
| XRAY | Tollroad Authority Executives |

AND NOW FOR THE BEST PART - there have been many lists of the Tollroad 800 freqs circulating. It's been hard for me to confirm any of them without my own 800 gear. Fortunately, **Kevin** submitted the entire list of repeater outputs and **Denny** [IL-026] not only confirmed the outputs but provided repeater INPUTS. Here you go:

| CHANNEL | OUTPUT | INPUT | USE |
|---|---|---|---|
| 1 | 854.9875 | 809.9875 | Tri-state North and Northwest Tollroad |
| 2 | 855.2375 | 809.9875 | same |
| 3 | 855.4875 | 810.4875 | Tri-state South and East-West Tollroad |
| 4 | 855.7375 | 810.4875 | same |
| 5 | 855.9625 | 810.9875 | Emergency(?) |
| 6 | 855.9625 | 810.9625 | Radio Shop Testing - Future use |
| 7 | 855.9625 | 810.9625 | same |
| 8 | 855.9625 S | 855.9625 | Simplex talkaround |

Both **Kevin** and **Denny** say that the maintenance freqs are exactly one mHz higher in every case. The only thing that puzzles me is the inputs. I'm not sure how different inputs into one output and inputs that are not even offsets of the output work. I'll try to have answers for the next column. Meantime, many thanks to **Kevin** and to **Denny** for this data.

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## → → → SPECIAL FEATURE ← ← ←

Every so often, one of the "column regulars" submits an article on a single subject, well-researched and -written, and all typed up with a seven inch margin. In other words, "column ready." These extra efforts deserve a special recognition; hence the banner above. This month I received a review of Chicago "Snow Command" from **Michael** [IL-014], a name familiar to all regular readers. Here's his report:

CHICAGO SNOW COMMAND and RADIO MAIN DISPATCH By Michael (IL-014)

Some of the radio communications for the City of Chicago other than police and fire, are handled by the RADIO MAIN communications center in City Hall. On RADIO MAIN's ten channels are the city's bureaus and departments, ranging from the Bureau of Forestry to the Department of Human Services. One of the busiest times for RADIO MAIN is during a major snow storm. It is then that RADIO MAIN must coordinate communications for the departments charged with clearing the streets of snow.

Snow removal is the responsibility of the Department of Streets and Sanitation. Two of the Department's eight bureaus are directly involved in snow operations; the Bureau of Sanitation is in charge of SNOW COMMAND which directs the snow

crews and trucks on their routes and the Bureau of Equipment Service handles maintenance of the trucks and dispatching of heavy equipment (High-Loader tractors etc.).

Nearly 200 salt spreading trucks with plows patrol 187 major routes which add up to more than 1,400 miles of streets. In the event of a big snow fall, SNOW COMMAND can call upon additional equipment, such as 20 huge street snow blowers, 500 refuse trucks with plows (Quick-Hitches) and 165 four-wheel drive mini-plows.

The city is divided into 5 snow districts which contain service yards from which crews and equipment are dispatched. The basic areas the districts cover are: DISTRICT 1 - Northwest, DISTRICT 2 - North, Near North,
DISTRICT 3 - Central (North Central, South Central),
DISTRICT 4 - South, Southwest,
DISTRICT 5 - Southeast and part Southwest.

As with RADIO MAIN, SNOW COMMAND is located in City Hall and has it's own radio dispatch console and weather radar monitors. Remote radio stations are located throughout the city to provide districts and supporting operations with direct communications to SNOW COMMAND, RADIO MAIN and street crews.

RADIO MAIN CHANNELS

| | | |
|---|---|---|
| Channel 1 - | 453.6500 (R) | SNOW COMMAND (Districts 1 & 2) / Bureaus of Sanitation and Equipment Service |
| Channel 2 - | 453.7250 (R) | Bureau of Forestry / Animal Control |
| Channel 3 - | 453.7750 (R) | Bureau of Streets Traffic (signs) / Police Tow Trucks/ Outer Drive Minutemen |
| Channel 4 - | 453.8250 (R) | Department of Human Services (HS Channel 2) Inspectional Services (Building Department) Environmental Control / Skyway Tower / Department of Public Works |
| Channel 5 - | 453.9750 (R) | Fire Alarm Repair & Electrical Construction |
| Channel 6 - | 453.6750 (R) | Bureau of Streets / Public Way Inspectors / Electrical Wire and Repair / Heating Complaints |
| Channel 7 - | 453.5000 (R) | City Paging Systems 1 & 2 |
| Channel 8 - | 453.5500 (R) | SNOW COMMAND (Districts 3, 4 & 5) Bureau of Sanitation / Rodent Control |
| Channel 9 - | 453.7500 (R) | Department of Human Services (HS Channel 1) |
| Channel 10 - | 853.2125 (R) | Radio Technicians |

Several letters, D, R and Q are part of the radio call signs used by RADIO MAIN. The letter "D" is used for the Districts, while "R" stands for the Sanitation units and "Q" for Equipment Service. Some of the "R" units are; R-3 = SNOW COMMAND, R-2 = 1st Ward (Loop area), R-1 = Wacker Drive parking area. Often mentioned are locations such as Lawndale, Ford City and Streeter. These and other locations are usually salt pile refilling stations.

REMOTE RADIO STATIONS for the BUREAU OF EQUIPMENT SERVICE

| | | |
|---|---|---|
| Q -1 | Dispatchers. . . . . | .306 West 37th Street |
| Q -2 | Commissioner's Office. . . . | .306 West 37th Street |
| Q -3 | Engineers. . . . . | .52nd and Oakley |
| Q -4 | Tire Shop. . . . . | .306 West 37th Street |
| Q -5 | Motor Pool . . . . . | .50 East Wacker Driver |
| Q -6 | Motor Truck Drivers Operation. | 306 West 37th Street |
| Q -7 | Motor Truck Drivers Operation. | Clark and Devon |
| Q -8 | Motor Truck Drivers Operation. | 103rd Street |
| Q -9 | Chauffeurs (Truck Drivers) . . | .306 West 37th Street |
| Q 10 | Security . . . . . | .306 West 37th Street |
| T.D. | Training Division. . . . . | .306 West 37th Street |

Thanks, **Mike**, on behalf of all Chicagoland members. With winter as close as it is, your timing couldn't have been better!

**Mike** also mentioned in another note that both he and **Jeff** [IL-064] have heard Chicago Fire Dept Batallion Chiefs on Chicago Police Dept channel "Citywide 5" 460.350 mHz. Being a dependable member/contributor, **Mike** did a little research and determined that CFD Chiefs have all received radios equipped with CPD CW-5, to coordinate planning with CPD during major fires, disasters, and hostage incidents.

**KENTUCKY** Unfortunately, this month brings the final installment in **Paul's** [IN-018] listings for Greater Louisville area public safety agencies. Below or nearby you'll find the Special Emergency category. The printout **Paul** sent me actually contained many more service listings than have appeared here, but it included services not strictly "Public Safety" which I won't run due to Newsletter policy. Thanks, **Paul**, for assuring that Kentucky appeared in the column every month for as long as it has. Another reader wish to carry on the tradition???

| SEQ | FREQ | SERVICE | AGENCY NAME | CITY | ST | CALLSIGN |
|---|---|---|---|---|---|---|
| 0025 | 47.500 | SPC EMERG | OHIO VALLEY RESCUE | LOUISVILLE | KY | |
| 0106 | 155.160 | SPC EMERG | CARRITHERS AMBULANCE | LOUISVILLE | KY | KXM 828 |
| 0109 | 155.220 | SPC EMERG | MILLERS BUS SERVICE | LOUISVILLE | KY | |
| 0110 | 155.220 | SPC EMERG | RUBBERTOWN AID SOCTY | LOUISVILLE | KY | KIZ 266 |
| 0111 | 155.220 | SPC EMERG | JOE RAUCH MEMORIAL | NEW ALBANY | IN | |
| 0117 | 155.340 | SPC EMERG | UNIVERSITY HOSPITAL | LOUISVILLE | KY | |
| 0156 | 160.575 | SPC EMERG | SAFETRAN MOBLE RELAY | LOUISVILLE | KY | |
| 0301 | 462.600 | SPC EMERG | METRO REACT | LOUISVILLE | KY | |

Well, that's it for another column, faithful readers. The mailbag holds a nice list of confirmed freqs from Champaign County, IL submitted by **Ken** [MO-045] and some unfinished contributions that I've been trying to complete for publication for some time. Not much to build a column on.... The General Editor has asked column editors to prepare an index for their columns for the entire year, to appear in December. How about taking a few minutes to submit something for the new year?

Thanksgiving is coming up and that means two things to me. 1 - I'll take the time to reflect on how truly fortunate I am to be living in this country, at this time, and to offer thanks for that in my prayers. 2 - With Thanksgiving vacation, you'll have at least four days to work on your column contribution: just get comfy, fire up the scanner, and

TRACK 'EM DOWN !! WRITE 'EM UP !! SEND 'EM IN !!

Best regards [don't eat so much that you need the paramedics - we need holidays, too!],

# RAILROADS

**Gary L. Sturm and Bill Farmer, Editors**

**Send information about railroad frequencies and their uses, railroad radio system details, and related questions to:**

**Bill Farmer, P.O. Box 1838, Thousand Oaks, CA 91360**

Greetings and thanks once again to the members who keep this column going with contributions of info. We appreciate your time and efforts. Unfortunately we cannot use two of the contributions received this month; they were rather extensive listings copied directly from the pages of Gene Hughes' Police Call frequency directories. Since Police Call is a copyrighted publication, we cannot legally reproduce the listings. We do appreciate the time and effort on the part of everyone who writes us, and we try to print every item sent as quickly as possible. In this case we hope you won't be angry, and that you'll continue to write to us with the results of your railroad monitoring.

The railroad frequency listings in Police Call are an excellent place to look when getting started in the monitoring of railroads. There are nine volumes covering the various geographical areas of the U.S., and they are available from Radio Shack stores and other scanner dealers. All railroads are grouped together in a special listing near the back of each volume; the page number is indicated in the Table of Contents. Under each railroad the frequencies with known uses are listed first, followed by frequencies which are assigned to the railroad but whose uses are not known. If you haven't been monitoring railroads but would like to try it, we suggest you start by listening to the Road channels, then add the Dispatcher and PBX channels. After you get used to the terminology used, try the unknowns to see if they're active. We would like to know the use for each of the unknown

frequencies, so that would be a good project for those of you who want to send us a contribution. Program the channels into your scanner and let us know what you hear.

## FOX RIVER LINE

by RICH NEVA (IL-25)

I have been told by an active member of the Fox River Trolley Museum that they are using 160.905 for their operations. I have not been able to verify this. The museum has about two miles of track at South Elgin, IL.

## SANTA FE

We have a report that ATSF is changing the radio base stations on its former Toledo, Peoria & Western line from the old TP&W frequency of 161.400 to the Santa Fe Road frequency, 160.650.

## UNION PACIFIC

| | |
|---|---|
| 160.740 | Ch 1 Road |
| 160.515 | Ch 2 Road |

In our September column we mentioned that Channel 2 is replacing Channel 1 as the road channel on many segments of UP's main lines. We have learned of some more areas where the change has been made, so here is another rundown of where channel 2 is being used:

Granger, WY to Pocatello, ID
Salt Lake City, UT to Pocatello, ID
Pocatello, ID to Silver Bow, MT and associated branches
Hinkle, OR to Eastport, ID
Hinkle, OR to Portland, OR
Las Vegas, NV to Los Angeles, CA

## CANADIAN PACIFIC (CP RAIL)

by BILL FARMER (CA-VE-010)

| | |
|---|---|
| 161.475 | Ch 1 Road |
| 161.535 | Ch 2 Dispatcher call-in |
| 161.475/160.425 | Ch 3 Dispatcher call-in and tunnel repeater |
| 161.115 | Ch 4 Road & Yard |
| 160.635? | Ch 5 ? |
| ? | Ch 6 Dispatcher call-in |
| ? | Ch 7 ? |
| ? | Ch 8 Dispatcher call-in |
| 161.175 | Ch ? Maintenance of Way |
| 161.265 | Ch ? Maintenance of Way |
| 160.395 | Ch ? Yard-Cranbrook, BC |
| 160.635 | Ch ? Yard-Nelson, BC |
| ? / ? | Ch 15 PBX-Elko & Clode, BC |
| ? / ? | Ch 17 PBX-Fort Steele & Sparwood, BC |
| ? / ? | Ch 18 PBX-Windermere, BC |
| ? / ? | Ch 20 PBX-Parson & Skookumchuck, BC |

CP Rail employees' timetables now show that locomotives are equipped with eight radio channels. We need to know what the frequencies are for channels 5-8. Can anyone tell us? Channel 5 may be 160.635 but we aren't sure.

A trip to southern British Columbia in August enabled your editor to verify the use of Channel 4 as the road channel between Crowsnest, Golden, and Cranbrook. According to employees' timetables, Channel 4 is also in use between Sicamous and Kelowna. Channel 1 is used in all other parts of BC.

It appears a change has been made in the use of dispatcher channels. To call the dispatcher, a train switches its radio to channel 2, 3, 6, or 8 and keys its transmitter a specified number of times. It then switches back to the road channel (1 or 4) and waits for the dispatcher to answer. The conversation with the dispatcher takes place on the road channel. For each subdivision, the employees' timetable shows which call-in channel to use, and how many times to key the transmitter. Conversations no longer take place on the call-in channels except on rare occasions.

On the main line in eastern BC, repeaters have been installed in the famous Spiral Tunnels on the western slope of Kicking Horse Pass, to enable engines and cabooses to communicate while in the tunnels. To use the repeaters, train radios are switched to Channel 3 while in the tunnel area.

Train lineups are issued by radio on the maintenance of way channels and are very helpful to railfans since they tell the expected departure times of all trains in the area for a period of several hours. In the area between Calgary and the southern Alberta border, lineups are issued on 161.175. Between Crowsnest and Cranbrook, BC, and on the coal line to Fording, BC, lineups are issued on 161.265 at 0630 and 1130 (Canadian railways use the 24-hour clock). West of Cranbrook on the southern BC line, lineups are on 161.175 at 0700 and 1030. Listening to these lineups is a must if you want to keep up to date on train movements.

It appears that maintenance of way channel 161.265 may be replacing 161.175 in areas where Road Channel 4 replaces Channel 1. Canadian members please monitor these freqs and let us know if this is the case in other parts of the country.

A PBX system, which CP Rail calls a Utility System, has been installed along the coal line between Golden, Sparwood, and Fording, BC. We need to know the frequencies for Channels 15, 17, 18, and 20. Can anyone help us out?

## BURLINGTON NORTHERN

| | |
|---|---|
| 161.100 | Ch 1 Road |
| 161.160 | Ch 2 Road & Yard |
| 160.320 | Road Repeater, Great Falls MT |
| 160.380 | Road Repeater, Whitefish MT |
| 160.410 | Road Repeater, Helena MT |

Until BN took over the St. Louis-San Francisco Railway (Frisco) in 1980, BN Channel 2 was a yard channel. It then became the road channel on the ex-Frisco lines because Channel 1 could not be licensed to BN in that territory. Now the use of Channel 2 as a road channel is expanding to other areas of BN, just as UP and CP are expanding the use of their own channel 2s. Here are the lines we know of where BN Channel 2 is the road channel:

Mandan, ND to Glendive, MT and Circle branch
Mandan, ND to Killdeer, ND
Mandan, ND to Mott, ND
Glendive, MT to Snowden, MT and Watford City branch
Glendive, MT to Billings, MT and associated branches
Terry, MT to Mobridge, SD
Billings, MT to Gillette, WY and Nerco branch
Billings, MT to Sandpoint, ID and associated branches
Laurel, MT to Casper, WY and Cody branch
Helena, MT to Great Falls, MT
All former Frisco lines

## INDUSTRIAL SWITCHING OPERATIONS

by MIKE (non-member)

GRANITE CITY STEEL, Granite City, IL:

| | |
|---|---|
| 153.230 | Intra-plant switching |

PPG, Crystal City, MO:

| | |
|---|---|
| 154.570 | Ch 1 Intra-plant switching |
| 154.600 | Ch 2 Intra-plant switching and maintenance of way |

## AAR FREQUENCY ASSIGNMENT PLAN CHANGES

Part IV — Major Railroads N-Z

We conclude our review of additions, deletions, and changes for major railroads in the Association of American Railroads Radio Frequency Assignment Plan dated October 1984.

| Railroad | Location | Frequency | Comments |
|---|---|---|---|
| Norfolk & Western | Entire system | 161.115 | Added-telemetry |
| | | 161.205 | Added-Police |
| | Albia-Des Moines, IA | 161.100 | Added-BN Road |
| | Chicago Calumet Yd. | 160.515 | Deleted |
| | | 161.115 | Added |
| | Chicago Landers Yd. | 160.515 | Added |
| | Kansas City, MO | 160.260 | Added-KCS Road |
| | | 160.410 | Added-MP Road |
| | | 160.590 | Added-MKT Road |
| | Wentzville, MO | 160.575 | Added |
| | Raleigh, NC | 160.950 | Added-SOU Road |
| | Bluefield, VA | 160.440 | Added |
| | Green Bay, VA | 160.515 | Added |
| | | 161.235 | Added |
| | Norfolk, VA | 160.620 | Added |
| | Maybeury , WV | 160.515 | Added |
| | IL | 160.620 | Deleted |
| | VA & WV | 457.9375 | Added-telemetry |
| Pittsburgh & Lake Erie | Entire system | 161.070 | Deleted |
| | Pittsburgh, PA | 160.980 | Added |
| Richmond, Fredericks-burg & Potomac | Potomac Yard, VA | 160.710 | Deleted |
| | | 160.755 | Added |
| Seaboard System | Entire System | 457.9375 | Added-telemetry |
| | Montgomery, AL | 161.430 | Added |
| | Tampa, FL | 161.370 | Added |
| | Waycross, GA | 161.250 | Added |
| | Sullivan-Meron, IN | 161.190 | Added-ICG Road |
| | NC, SC, VA | 161.280 | Added |
| | SC | 161.370 | Added |
| | VA | 161.430 | Added |
| | NC, SC, GA, FL, VA | 160.305 | Added |
| | | 160.395 | Added |
| | | 161.265 | Added |
| | KY, TN | 160.395 | Added |
| | | 160.485 | Added |
| | | 160.590 | Added-Road |
| | | 161.100 | Added-Road |
| | | 161.265 | Added |
| | | 161.280 | Added |
| | | 161.430 | Added |
| Soo Line | Chicago, IL | 161.205 | Added-Police |
| | Hankinson, ND | 161.100 | Added-BN Road |
| | Portal, ND | 161.475 | Added-CP Road |
| | MN | 161.325 | Added |
| Southern | Entire System | 161.115 | Added-telemetry |
| | Birmingham, AL | 161.145 | Added |
| | | 161.430 | Deleted |
| | Cincinnati, OH | 160.800 | Added-Conrail Rd |
| | | 161.370 | Added-SBD Road |
| | | 161.430 | Added-DT&I Yard |
| | Columbia, SC | 161.100 | Added-SBD Road |
| | Memphis, TN | 160.440 | Added-SBD Yard |
| | | 160.470 | Added-MP Yard |
| | | 161.160 | Added-BN Road |
| | | 161.190 | Added-ICG Road |
| | | 161.550 | Added-SSW Road |
| | KY, TN | 161.370 | Added-SBD Road |
| | | 161.520 | Added-SBD Disp |
| | NC, SC, GA, FL | 161.010 | Added |
| | OH | 161.250 | Added-N&W Road |
| Southern Pacific | Entire System | 161.205 | Added-Police |
| | | 452.9125 | Added |
| | | 452.9375 | Added |
| | | 457.9125 | Added |
| | | 457.9375 | Added-telemetry |
| | Phoenix & Tucson, AZ | 161.250 | Added |
| | | 161.565 | Added |
| | Los Angeles, CA | 160.485 | Added |
| | | 161.250 | Added |
| | Kansas City, MO | 160.650 | Added-ATSF Road |

| Railroad | Location | Frequency | Comments |
|---|---|---|---|
| | Eugene, OR | 161.130 | Added |
| | Memphis, TN | 161.340 | Added |
| | Lakeside, UT | 160.215 | Added |
| | | 161.265 | Added |
| | CA | 160.545 | Added |
| | | 160.575 | Added |
| | CO, UT | 160.845 | Deleted |
| St. Louis Southwestern | Entire System | 160.320 | Added |
| | | 160.365 | Added |
| | | 160.395 | Added |
| | | 161.205 | Added-Police |
| | | 452.9125 | Added |
| | | 452.9375 | Added |
| | | 457.9125 | Added |
| | | 457.9375 | Added-telemetry |
| | New Orleans, LA | 160.470 | Added-MP Yard |
| | Kansas City, MO | 160.470 | Added-MP Yard |
| | | 160.650 | Added-ATSF Road |
| | | 161.070 | Added |
| | | 161.265 | Added |
| | | 161.400 | Added |
| | Kansas City, MO to Topeka, KS | 160.740 | Added-UP Road |
| | St. Louis, MO | 160.470 | Added-MP Yard |
| | NE, KS, NM, AZ, NV | 161.400 | Added |
| Terminal Railroad Association | St. Louis, MO | 160.230 | Added-Chessie Rd |
| | | 160.440 | Added-N&W Road |
| | | 160.470 | Added-MP Yard |
| | | 160.800 | Added-Conrail Rd |
| | | 160.890 | Added-C&NW Road |
| | | 160.920 | Added-ICG Road |
| | | 160.950 | Added-SOU Road |
| | | 161.160 | Added-BN Road |
| | | 161.190 | Added-ICG Road |
| | | 161.250 | Added-N&W |
| | | 161.370 | Added-SBD Road |
| | | 161.550 | Added-SSW Road |
| Union Pacific | Entire System | 160.605 | Added-M of W |
| | Eastport, ID | 161.115 | Added-CP Road |
| | Pocatello, ID | 160.905 | Added |
| | | 161.250 | Added |
| | Grand Island, NE | 161.100 | Added-BN Road |
| | Hastings, NE | 160.410 | Added-MP Road |
| | North Platte, NE | 160.470 | Added |
| | | 160.890 | Added |
| | Omaha, NE | 160.470 | Added |
| | | 160.770 | Deleted-MILW Rd |
| | | 161.445 | Added |
| | Provo, UT | 160.455 | Added-D&RGW Road |
| | ID, UT | 452.900 | Added |
| | | 457.900 | Added |
| | NE | 160.650 | Added |
| | WA | 160.770 | Deleted-MILW Rd |

Next month—an index to the Railroads Column for 1985. So long until then.

—Gary & Bill

# PUBLIC SAFETY — NORTH EAST:

**Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — New England states, New York, Pennsylvania, New Jersey, Maryland, Delaware, and District of Columbia:**

## COLUMN EDITOR WANTED

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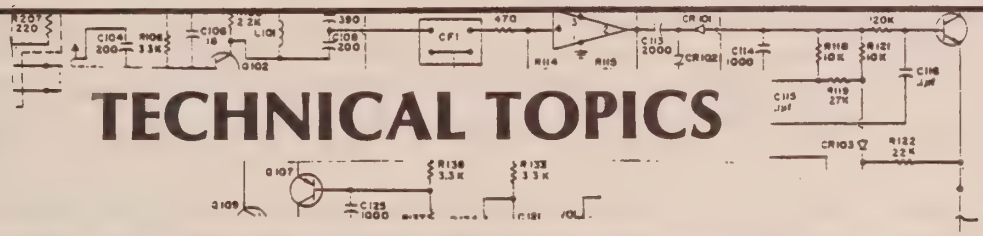


# TECHNICAL TOPICS

**Send all equipment reviews, technical articles, technical tips, and questions on such subjects as receivers, antennas, preamps, accessory equipment, repeaters, links, tones, scramblers, non-voice data transmissions to:**

**Stephen A. Kayworth, 21551 Kapok Circle, Boca Raton, FL 33433**

## MORE NEW GOODIES

### New Units from ICOM and YAESU

This past week I received an envelope from Hugh Stegman in California which contained two brochures describing the new units from ICOM and YAESU. The ICOM unit is designated the IC-R7000 and the YAESU unit is called the FRG-9600.

The IC-R7000

As has been my experience in the past, ICOM's sales liturature doesn't give much in the way of technical specifications, but there is still much to be gleened from the sheet I received. The first, and most impressive feature mentioned is that the IC-R7000 covers from 25 to 2000 MHz. There is a footnote next to this statement in the brochure which states:

> Specifications guaranteed from 25 - 1300 MHz. No additional module required for coverage to approximately 2.0 GHZ.

What is being said is that the unit will perform as specified thru 1300 MHz. After that point, it will still receive but at less than the specified performance.

Frequencies can be entered directly from the keyboard, or the receiver can be tuned using the main tuning knob. When the keyboard is used to enter a frequency, the frequency will

automatically be entered without changing the tuning knob. Once a frequency has been enter into one of the 99 memory positions, it can be recalled by pressing the memory switch, then entering the memory channel number from 1 to 99. Each memory will also store the operating mode you were in when you stored the frequency. All memories are backed-up by a lithium battery.

The operating modes are AM, FM wide, FM narrow, and Upper/Lower Sideband. A picture of the front panel doesn't show an upper and lower sideband switch, so I am going to guess that this receiver is designed to receive both depending on which side of the center frequency you are tuned. Someone please correct me if I am wrong on this point.

The unit can scan its entire memory, or it can scan it selectively. It can also scan by mode. If you want to search a certain range of frequencies, you can program the frequency limits and search a particular range. A priority scan is also available. I would assume that this feature is the same as is found on most scanners with a priority feature.

The scan speed and delay can be set from the front panel. The delay switch has four settings. The fully counter-clockwise position turns the delay off. The second position gives a delay of 5 seconds and the third a delay of 15 seconds. The fourth position is infinity. I am not sure how the infinity position works, but my best guess is that the unit will scan until it comes upon a signal, and it will stop and remain there until the sun grows cold or until the user tells it to do something else - whichever comes first.

Next to the scan delay switch is a knob labled speed. Under this knob is a button labled VSC, which probably means Variable Speed Control or something like that. It appears that you can vary the scan rate with this control. If the VSC switch is not pushed in, there may be a default scan rate that automatically takes over. In any case, the brochure gives no information on what the scan rates are.

When using the main tuning knob, you have a choice of five tuning speeds. The speeds are switch selectable and are: 0.1, 1.0, 5, 10, 12.5, or 25 kHz. The speed you have selected determines how much of the spectrum you will cover with one revolution of the dial. If you are set for 25 kHz/Rev then you will cover 100 kHz after turning the main tuning knob 4 complete revolutions.

There is an analog meter on the front panel which can be switched to read either signal strength or center frequency. When you are trying to tune-in a station, the center meter will tell you when you are on frequency. Proper tuning is indicated when the meter is centered.

The display is a dual color flourescent type which shows the frequncy, mode and memory channel number.

Other features include: Front panel earphone (1/4 inch) and recording jacks, volume and squelch controls, noise blanker, attenuator (for reducing front-end overload), dimmer switch for display and main tuning dial lock switch. There is no indication as to whether the squelch contol operates in all modes or just in the FM mode.

Two options are mentioned. One is an infrared remote control device, and the other is a voice synthesizer. This last option might be of tremendous value to anyone who has an eyesight problem. Its value, though, will depend on just how much information the voice synthesizer provides.

I would like to hear from any of you who have had a closer look at the IC-R7000. As more information becomes available, I'll pass it along to you.

The FRG-9600

In contrast to the ICOM brochure, the liturature from YAESU does give some technical information. First, the specifications:

(Continued on next page)

**This column is for the exchange of space communications systems (manned or unmanned), frequency information, orbital data, hobby receiving equipment and antennas. Questions and column input pertaining to Space Communications Monitoring should be sent to:**

**Larry Van Horn, 160 Lester Dr., Orange Park, FL 32073**

NO COLUMN THIS MONTH

# SPECIFICATIONS

| | |
|---|---|
| **Frequency range:** | 60–905 MHz (up to 460 MHz for SSB) |
| **Modes, 3dB Bandwidth:** | FM Narrow (15 kHz BW)<br>FM Wide (180 kHz BW)<br>AM Narrow (2.4 kHz BW)<br>AM Wide (6 kHz BW)<br>SSB (2.4 kHz BW) |
| **Conversion schemes:** | Triple (FM-N, AM, SSB)<br>Double (FM-W)<br>Single (Optional Video Unit) |
| **IF Frequencies:** | 45.754, 10.7 MHz and 455 kHz |
| **Image Rejection:** | 60–460 MHz –50dB typical<br>460–905 MHz –40dB typical |
| **Typical Sensitivity:** | FM-N 0.5 μV (for 12dB SINAD)<br>FM-W 1.0 μV (for 12dB SINAD)<br>AM-N 1.0 μV (for 10dB S+N/N)<br>AM-W 1.5 μV (for 10dB S+N/N)<br>SSB 1.0 μV (for 15dB S+N/N) |
| **Tuning steps:** | FM-N* 5/10/12.5/25 kHz<br>FM-W 100 kHz<br>AM-N 100 Hz/1 kHz<br>AM-W* 5/10/12.5/25 kHz<br>SSB 100 Hz/1 kHz<br>*Selected steps shown on display |
| **Memory channels:** | 100 |
| **Audio output:** | 1W (into 8 ohms, with less than 10% THD) |
| **Power supply voltage:** | DC 12–15V<br>AC 100/117/220–230V |
| **Power supply current:** | Operating 550 mA (maximum)<br>Power switch off 100 mA<br>DC supply off 3 μA max. (lithium memory backup) |
| **Case size (WHD):** | 180 x 80 x 220 (mm) |
| **Weight:** | 2.2 kg (4.9 lb) without options |

As can be seen from the specifications chart, the frequency range is from 60 to 905 MHz. Single sideband will work only up to 460 MHz.

According to the liturature, the FRG-9600 has "100 keypad-programmable memory channels". In addition to the keypad, there is a tuning knob which can be used for manual tuning. If you want to transfer the frequency shown on the display to a memory location, you can do so by pressing the dial-to-memory button. There is also a memory-to-dial button which moves memory data to the display. A specific memory location can be recalled by using the memory recall button and, I presume, the keypad. The liturature is not clear on this point. Another point on which the liturature is not clear is whether the mode is stored in memory along with the frequency. Memory is retained by a lithium battery.

The FRG-9600 can scan either full or limited bands, or it can scan its memory channels. Band scanning limits are set using the keypad. Normally, a scanner will stop searching when it hits a carrier. Under normal circumstances, this works fine, but all too often, the scanner stops on a birdie or dead carrier and just sits there. It becomes quite an annoyance to have to lockout all the birdies and dead carriers you might run across. The FRG-9600 has a unique feature which allows you to switch from the "carrier sensing scan stop" to the "audio sensing scan stop." What this means is that instead of the scanner stopping on a carrier, it stops on audio. That way, you avoid stopping on "carrier-only" channels. This function is switch selectable from the front panel.

The scanning speed does not appear to be variable as is the case with the ICOM unit. Scanning and tuning steps are adjustable though. It depends on what mode you are as to what your tuning and scanning steps will be. See the specifications chart for details.

Signal strength is shown on a two-color bar-type S-meter. The color changes when a signal passes S-9. There is no center-type meter for tuning purposes.

A nice feature included with this scanner is a 24-hour clock/timer. Not only can you tell time with this scanner, but you can set the timer to automatically turn the unit on and off. This will be very helpful when trying to record something while you're away from home.

In addition to the recorder audio output, there are a number of other jacks on the back panel. These include: CPU band selection outputs, multiplexed (FM wide) output, AF and RF mute as well as other control signals. These various outputs are intended to provide for "maximum expansion potential."

A tone control is included on the FRG-9600, as well as a volume and squelch control. The tone control is mounted concentrically with the volume control.

The display shows the frequency, mode, memory chanel, tuning/scanning steps, signal strength and timer/clock status.

Standard accessories, which are supplied with the unit, are: a mobile bracket, a wire stand (I'm not sure what this is), a DC power cord 1.8 Meters long and a whip antenna. Options

are: an AC to DC wall adapter, an external speaker a video unit and a CAT interface unit.

The last two option are worth special mention. The video unit is a small plug-in card that demodulates the video from a television signal and provides a video signal, following the NTSC format, for viewing on a video monitor. Please note that the output from this board will not go directly into a TV set. To do this you would have to use the video signal to modulate a channel 3/4 RF generator such as is done with computer games. This receiver would be worth investigating if you have any amateur TV activity in your area or if you are a ham who would like to get started using ATV.

The CAT interface can best be described by repeating YAESU's description of it.

> The Yaesu CAT System provides a direct control link to the cpu in the FRG-9600, allowing operators with personal computers to add virtually unlimited customized control functions in software; such as multiple, organized memory banks; automatic tuning; and customized scanning systems; using most any personal computer and a Yaesu FIF CAT Interface Unit.

I assume that CAT stands for Computer Aided Tuning. I'm not sure what FIF means. There are three CAT interface units available. The first one is for use with the Apple II. The second one is for use with the NEC PC-8000A and the third is for use with "most other brands" using the serial RS-232C port. The brochure states that "control programs can be writen in BASIC or nearly any other language, for customized operation." This approach to a computer controlled scanner seems more practical than the approach taken with the Bearcat 2000. After all, who wants to have to carry a box of electronics under one arm and a computer under other just to be able to take your scanner with you. At least with the FRG-9600, you can unplug the computer and use the scanner alone if you want to take it on a trip.

Personal Observations

Both the IC-R7000 and the FRG-9600 have some very fine features. I particularly like the extended frequency range of the ICOM unit, but I have to admit that I'm not sure what I'de listen to above 1000 MHz other than the few adventuresome hams who might be operating there. None-the-less, the range is there if needed in the future. There's no telling where we will be going next. The YAESU's ability to interface with a computer, as well as its ability to produce video output are also features that I find attractive. I'm the type of person who may never use a feature, but I like to know it's there if ever I want it.

Have you ever shopped for a car and, before going to look at the various models, made a list of all the features you wanted. I have recently been through this, and I can tell you that there isn't a car made that matched my list exactly. It's the same way with scanners. Both of the units I have looked at this month have some very nice features, but wouldn't it be nice if we could make a scanner like we bake a cake. We could take a large frequency range from one, and a computer interface from another; video output from one and a center reading meter from another. I think you get the idea.

Needless to say, the information I have provided here has been drawn entirely from the ICOM and YAESU sales liturature. The real test will come if and when I have a chance to get my hands on one of these units. In the meantime, I am relying on you to send in any further information you might have on either of these units. Also, please feel free to correct any inaccuracies I might have made about either of these units. It's easy to make mistakes when all you have is a picture and a few words on paper to work with.

'till next month

Steve

# VHF MARINE

**Send information, articles, frequencies and their use, and questions that relate to private, commerical, and Coast Guard VHF maritime and inland waterways radio communications to:**

**Emmett L. Baxter, Jr., 4122 Granby St., Norfolk, VA 23504**

Hello and welcome to your November 1985 VHF Marine Column.

Our first report comes from Luke (CANA-110).Luke sends us in some information from "Radio Aids to Navigation - Pacific" volume 29,number 2-WE and is dated for October 1,1984. His report covers the British Columbia,Canada end of the Seattle Vessel Traffic Control System.

PACIFIC COAST CANADA VESSEL TRAFFIC SERVICES:

| Station Name | Int. Ch. | Frequencies Transmit | Frequencies Receive | Remarks |
|---|---|---|---|---|
| **PRINCE RUPERT TRAFFIC ZONE (VAZ)** | | | | |
| Seal Cove | 06 | 156.300 | 156.300 | |
| Mt. Hays | 11 | 156.550 | 156.550 | |
| | 71 | 156.575 | 156.575 | |
| | 16 | 156.800 | 156.800 | |
| Naden | 11 | 156.550 | 156.800 | |
| | 71 | 156.575 | 156.575 | |
| | 16 | 156.800 | 156.800 | |
| Van | 11 | 156.500 | 156.500 | |
| | 71 | 156.575 | 156.575 | |
| | 16 | 156.800 | 156.800 | |
| Cumshewa | 11 | 156.550 | 156.550 | |
| | 71 | 156.575 | 156.575 | |
| **TOFINO TRAFFIC ZONE (VAT)** | | | | |
| Amphitrite Point | 11 | 156.550 | 156.550 | |
| | 16 | 156.800 | 156.800 | |
| | 74 | 156.725 | 156.725 | |
| | 06 | 156.300 | 156.300 | |
| Mount Ozzard | 11 | 156.550 | 156.550 | |
| | 16 | 156.800 | 156.800 | |
| | 74 | 156.725 | 156.725 | |
| | 06 | 156.300 | 156.300 | |
| Eliza Dome | 11 | 156.550 | 156.550 | |
| | 16 | 156.800 | 156.800 | |
| | 74 | 156.725 | 156.725 | |
| Holberg | 11 | 156.550 | 156.550 | |
| | 16 | 156.800 | 156.800 | |
| | 74 | 156.725 | 156.725 | |
| Port Alberni | 74 | 156.725 | 156.725 | |
| **VANCOUVER TRAFFIC ZONE (VAS)** | | | | |
| Kapilano 100, | 06 | 156.300 | 156.300 | |
| West Vancouver | 11 | 156.550 | 156.550 | |
| | 74 | 156.725 | 156.725 | |
| | 16 | 156.800 | 156.800 | |
| West Vancouver | 12 | 156.600 | 156.600 | |
| Watts Point | 12 | 156.600 | 156.600 | |
| | 16 | 156.800 | 156.800 | |
| Holberg | 11 | 156.550 | 156.550 | |
| | 16 | 156.800 | 156.800 | |
| | 71 | 156.575 | 156.575 | |
| Alert Bay | 11 | 156.550 | 156.550 | |
| | 16 | 156.800 | 156.800 | |
| | 71 | 156.575 | 156.575 | |

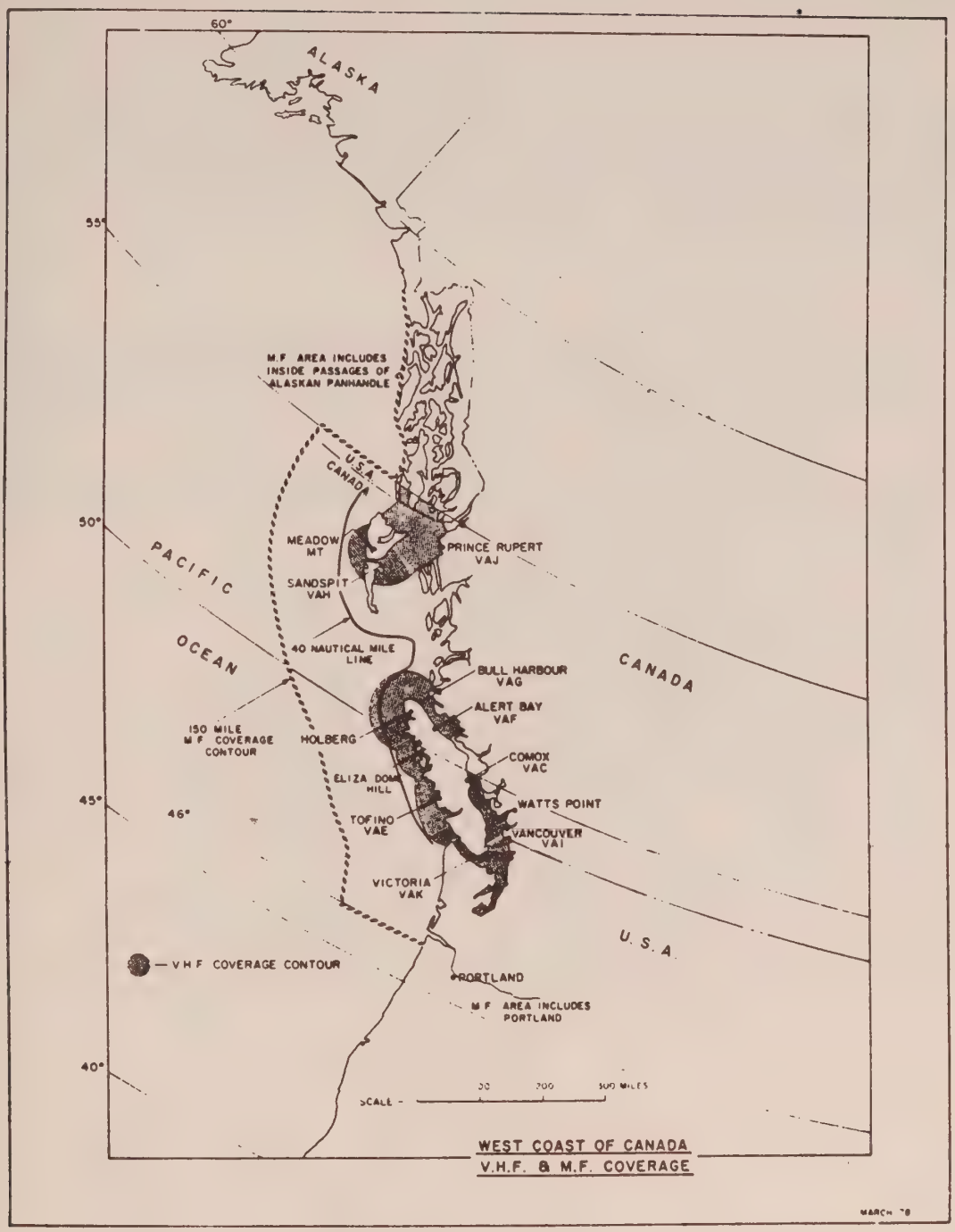
| | | | |
|---|---|---|---|
| Chatham Point | 11 | 155.550 | 155.550 |
| | 16 | 156.800 | 156.800 |
| | 71 | 156.575 | 156.575 |
| Cape Lazo | 11 | 156.550 | 156.550 |
| | 16 | 156.800 | 156.800 |
| | 71 | 156.575 | 156.575 |
| Bowen Island | 11 | 156.550 | 156.550 |
| | 74 | 156.725 | 156.725 |
| | 71 | 156.575 | 156.575 |
| Lulu Island | 74 | 156.725 | 156.725 |
| Mount Parke, | 11 | 156.550 | 156.550 |
| Mayne Island | 74 | 156.725 | 156.725 |
| | 16 | 156.800 | 156.800 |
| Mount Newton | 11 | 156.550 | 156.550 |
| | 74 | 156.725 | 156.725 |
| Mount Helmcken | 11 | 156.550 | 156.550 |
| | 14 | 156.700 | 156.700 |
| | 16 | 156.800 | 156.800 |

PACIFIC COAST CANADA RAILWAY BRIDGES:
==========

| | | | |
|---|---|---|---|
| Johnson Street Bridge,Victoria Harbour,B.C.(VAH-20) | 12 | 156.600 | 156.600 - Operated by the City of Victoria Ship Traffic Con. only. |
| Kitsilano Railway Bridge,B.C. (XOB-40) | | | - Operated by B.C. |
| | 16 | 156.800 | 156.800 - Hydro & Power Au. |
| | 12 | 156.600 | 156.600 - |
| | 06 | 156.300 | 156.300 - |
| | 08 | 156.400 | 156.400 - |
| Marpole Railway Bridge,B.C. (VGC-248) | | | - Operated by B.C. |
| | 16 | 156.800 | 156.800 - Hydro & Power Au. |
| | 74 | 156.725 | 156.725 - |
| | 06 | 156.300 | 156.300 - |
| | 09 | 156.400 | 156.400 - |
| New Westministed Railway Bridge,B.C. (XLZ-35) | | | - Operated by Dept. |
| | 16 | 156.800 | 156.800 - of Public Works |
| | 11 | 156.550 | 156.550 - Ship Traffic Con |
| | 12 | 156.600 | 156.600 - only |
| | 74 | 156.725 | 156.725 - |
| Queensboro Railway Bridge,B.C. (XJJ-62) | | | - Operated by B.C. |
| | 16 | 156.800 | 156.800 - Hydro & Power Au. |
| | 74 | 156.725 | 156.725 - |
| | 06 | 156.300 | 156.300 - |
| | 08 | 156.400 | 156.400 - |
| Second Narrows Railway Bridge (CJU-52) | | | - Operated by Cana- |
| | 06 | 156.300 | 156.300 - -dian National RR |
| | 12 | 156.600 | 156.600 - Ship Traffic Con |
| | 16 | 156.800 | 156.800 - only |

(See West Coast of Canada map on following page)

Our next report comes from Jim (CA-SF-030),who has recently moved to Michigan.
CG-44389 is definitely based at Station St.Joseph,Michigan.
U.S.ARMY ENGINEERS BOAT "David Boyd" looks like a Coast Guard 41 footer.
161.850 - KLU-757 - Burns Harbor Radio - Michigan City,In.
162.000 - KQU-578 - Burns Harbor Radio - Portage,In.
**The above two marine operators ID themselves as Burns Harbor Radio
157.100 - CG-41375 (Chicago)
157.050 - CG Station Wilmette Harbor
157.100 - CG Station Wilmette Harbor




Note: Areas of Radio coverage depicted on this map are based upon theoretical predictions.

Jim also sent in a clipping from the "Herald-Palladium" That has an article on the closings of several Coast Guard Stations. But as the article states,additional money was gotten to keep these stations open. A List of the stations follows.

Station Holland,Michigan
Station Marquette,Michigan
Station St.Clair Flats,Michigan
Station Ashtabula,Ohio
Station Sheboygan,Wisc.
Station North Superior,Minnesota
Station Harbor Beach,Michigan
Station St.Clair Shores,Michigan
Station Alexandria Bay,N.Y.
Air Station Chicago,Ill.

Stations slated for reduced operations were:
Station Bayfield,Wisc
Station Marblehead,Ohio
Station Frankfort,Michigan

Jim says that he will send in more information soon.

Well thats about it for this month. I need to know what you heard this summer while on vacation or from your normal listening post. Information is needed to keep information flowing out to you;why not try jotting down some and sending it to me.Your information is much more interesting than having me write a column with no useful information in it.

Try sending some information in;you'll like it.

See you next month.

# RCMA NEW MEMBERS LIST

CALA626 - PAUL SWEARING;P.O. BOX 4812;PANORAMA CITY;CA;91412
CALA627 - THOMAS H. GOUGH JR;39026 CAROLSIDE;PALMDALE;CA;93550
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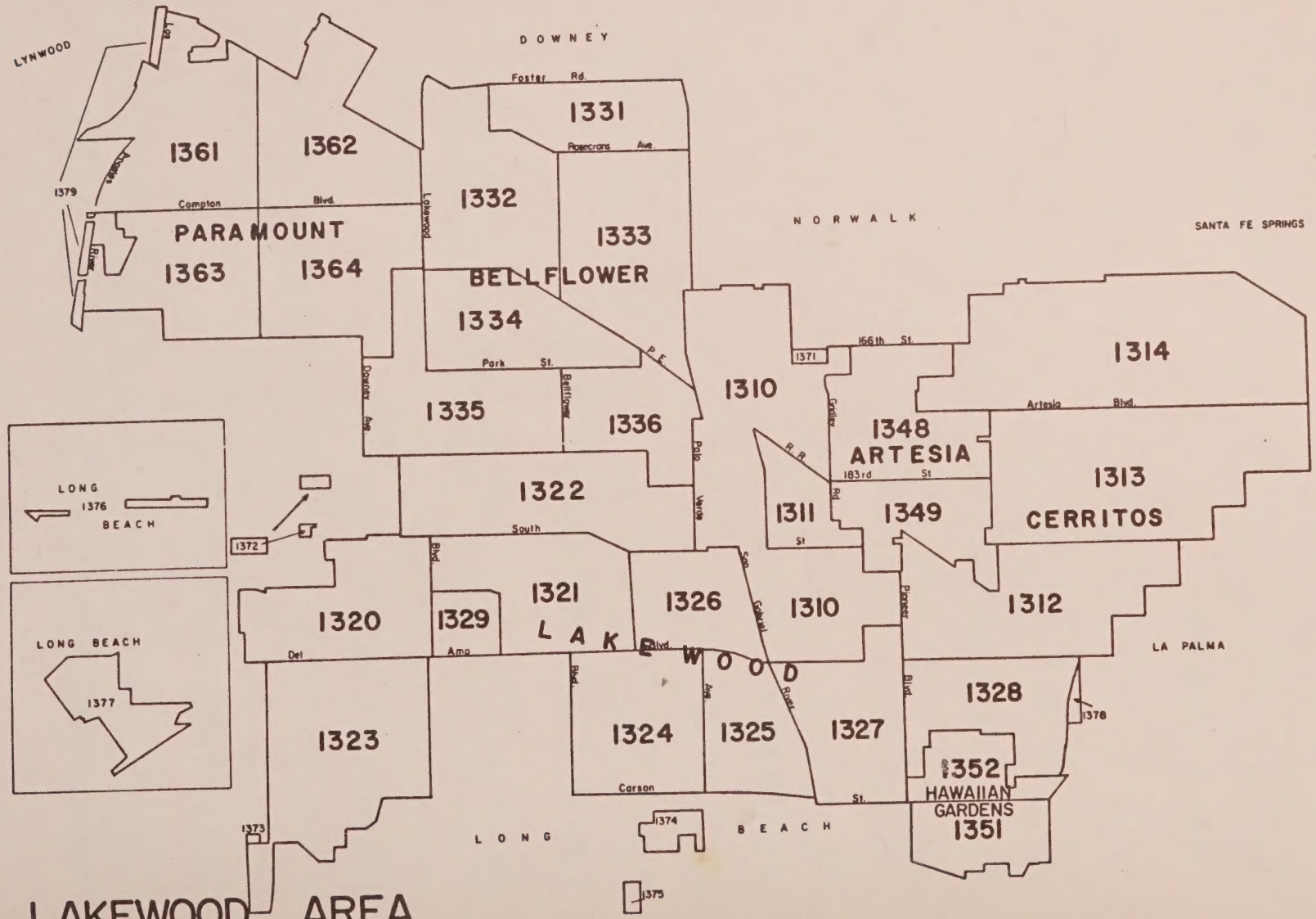
DC 014 - WILLIAM PERCY HUNTER;5612 FIRST ST NE;WASHINGTON;DC;20011
FL 198 - DEAN BURTON;P.O. BOX 1591;ORMOND BEACH;FL;32075
FL 199 - CLIFTON E. STRICKLAND;RT 12 BOX 603;LAKE CITY;FL;32055
FL 200 - JOHN --LAST NAME AND ADDRESS WITHELD BY REQUEST
GA 008 - STEVE CHATHAM;4314 FOURTHEENTH ST E B;ST SIMONS ISLAND;GA;31522
IA 056 - STEVEN R. BATES;700-35TH ST LOT 392;MARION;IA;52302
IL 307 - LOUIE NEAL;1627 CLIFTON AVE;ROCKFORD;IL;61102
IL 308 - ERIC JACKOBSON;720 GORDON TERRACE;CHICAGO;IL;60613
MA 153 - JOSEPH --LAST NAME AND ADDRESS WITHELD BY REQUEST
MD 114 - WILLIAM J. LEAR;141 E. WEST ST;BALTIMORE;MD;21230
MD 115 - DOUGLAS GROSS;19452 OLNEY MILL RD;OLNEY;MD;20832
MN 046 - PAUL JAMPSA;812 HOLLY AVE;ST PAUL;MN;55104
NY 326 - EDWARD SCHMELZER;142-41 41ST AVE APT 409;FLUSHING;NY;11355
OH 175 - RICK GOODWIN;5521 WEST FORK RD;CINTI;OH;45247
OR 067 - TERRY EMERSON;511 RANCH ROAD NO D-4;REDSPORT;OR;97467
PA 221 - CHARLES H. WOOD;273 SHASTA DR;PITTSBURGH;PA;15239
TN 031 - GARY L. BAILEY;RT 11 BOX 253 THOMAS WEAVER RD;KNOXVILLE;TN;37918


LYNWOOD
DOWNEY
Foster Rd.
1331
Rosecrans Ave.
1361
1362
1379
Compton Blvd.
1332
1333
PARAMOUNT
1363
1364
BELLFLOWER
1334
NORWALK
SANTA FE SPRINGS
Park St.
P.E.
1335
1336
1310
1371
166th St.
1314
Artesia Blvd.
1348
ARTESIA
183rd St
1313
CERRITOS
1322
1311
1349
LONG
1376
BEACH
1372
South
1320
1329
1321
1326
1310
1312
LA PALMA
LONG BEACH
1377
Del Amo
L A K E W O O D
1328
1378
1323
1324
1325
1327
1352
HAWAIIAN
GARDENS
1351
Carson St.
1373
1374
L O N G
B E A C H
1375
LAKEWOOD AREA

# MEMBERSHIP CARDS AND BADGES

RCMA has no badges, decals, or membership cards for sale or distribution. The label on your newsletter is your membership card. While other clubs may have gimmicks or commercial good deals, our 'good deal' is your newsletter. You determine its content because you write it.

# MAILING PROCEDURES

The newsletter mailed each month has a cover date for the following month. This practice is followed so that the US Post Office can deliver your issue no later than the first of the month designated on the cover.

New members whose applications are received before the end of the month will begin receiving the newsletter the following month. The first issue will be dated the month after that — as described above.

# RENEWAL PROCEDURES

During the month your membership — and therefore your newsletter delivery — is due to expire, you will receive a renewal notice in the form of a postcard. It contains all the information you need to continue receiving the newsletter.

Renewal checks and new membership applications received by RCMA's General Manager, P.O. Box 542, Silverado, CA 92676, are processed for deposit on a weekly basis. Actual computer updating is done at the end of each month. If your check/MO is received after this cut-off date, you will miss the next issue of the newsletter and your new renewal date will be moved back accordingly.

# PRORATED MEMBERSHIPS

Due to postage costs and other considerations, membership applications or renewals for any sum less than the current rate are prorated accordingly. This means that the renewal date will be due in less than a year. Please do not send more money to finish the year; just renew when your prorated date comes up.

Also because of postage costs, RCMA cannot comply with member requests to supply back issues free of additional charge (see the monthly Calendar section regarding ordering of back issues). If a late renewal results in a missed issue, the newsletter can be ordered from RCMA's secretary.

# ADDRESS CHANGES

MEMBER notifications of address changes are also updated at the end of each month. If this type of address change notice arrives after the cut-off date, the mailing label will not reflect the new address until the following month.

The newsletter is mailed 3rd class under a bulk mail permit. When a member's address change is supplied by the POST OFFICE (instead of by the member), the charge to the club is 25¢. Although this fee is supposed to include forwarding of an issue to the new address, the result is often simply a return of the issue to P.O. 4563. The message is clear: when you move, notify RCMA yourself. Don't wait for the Post Office to do it.

# SPECIAL FREQUENCY REQUESTS

Get in touch with your local RCMA group (see monthly Calendar section for chapter listings) or use the Contact/Information Wanted column for frequencies in your area. RCMA is not yet set up for national distribution of frequencies, although ultimately, the 'big picture' could include copies of the FCC and IRAC data bases, a fast computer, and software to select and sort in any order.

Contributions of frequencies and other material must be sent to the appropriate newsletter editor. (Editors use their own discretion in printing material sent them by non-members.) Data sent to P.O. Box 4563 is always subject to delay and sometimes cannot be forwarded because of postage costs.

# DISCLAIMER

RCMA is a non-profit club for scanner enthusiasts. Neither RCMA or its newsletter are affiliated with, participate in the management of, or are responsible for, any other organization or publication. This disclaimer includes application to POLICE CALL, an annual publication put out by RCMA's good friend Gene Hughes. Queries about this publication cannot be answered by RCMA.

PLEASE REMEMBER — When writing to RCMA for any reason, include your membership number. Use it on your correspondence, checks, or money orders. RCMA tries hard to be responsive to your questions/problems. Using your membership number when you write helps us be of help to you.

The Radio Communications Monitoring Association is a radio club for persons interested in listening to two-way communications. RCMA was founded in May 1975 and is a Full Member of the Association of North American Radio Clubs (ANARC).

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The goals of RCMA are:

1) To provide a fraternity for those who seriously pursue the hobby of monitor radio listening.
2) To try to be knowledgeable about two-way radio systems and operations.
3) To promote an understanding of the legal and ethical uses of monitor receivers.
4) To share information with and help other monitor radio listeners.
5) To try to understand and improve receivers, antenna systems and related equipment.
6) To offer suggestions and formal recommendations to manufacturers of monitor receivers and to manufacturers of other products related to the hobby.
7) To offer suggestions for and encourage the organizing and conducting of RCMA meetings and tours for groups in any geographic area.
8) To encourage and to facilitate contact between members.
9) To publish a regular club newsletter devoted to the hobby.

**RCMA**
**P.O. Box 4563**
**Anaheim, CA 92803**

ADDRESS CORRECTION REQUESTED

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